

Final Willis plea rejected by Hammond

Electricians defiant on eve of TUC expulsion

● Mr Eric Hammond last night ruled out any compromise to prevent his union's expulsion from the TUC
● Mr Norman Willis, TUC general secretary, had appealed to the electricians on the eve of today's congress
● Big left-led unions plan to back rebel electricians who want to set up their own union and stay within the TUC
● Mr Willis is also to urge unions not to withdraw co-operation from the Government's new jobs training scheme

By Roland Rudd, Employment Affairs Correspondent

Mr Eric Hammond, the electricians' leader, last night rejected eleventh-hour appeals from the TUC to accept its dispute committee ruling and withdraw from two strike-free agreements.

He thus ruled out any chances of a last-minute compromise which could prevent his union's expulsion from the congress today.

Mr Norman Willis, TUC general secretary, who will recommend the ouster of the Electrical, Electronic, Telecommunication and Plumbing Union when he opens the TUC conference in Bourne-

mouth today, issued an impassioned appeal to the electricians.

He asked them to "pull back from the precipice", accept the awards of the dispute committee and avoid a damaging inter-union membership war.

But after a meeting of the electricians' union executive an unbending Mr Hammond said he could not see any possible compromise that could prevent his expulsion.

In a direct challenge to the rest of the TUC-affiliated unions he added that his door

the 120-year-old history of the TUC.

Mr Jordan said: "We are opposed to the electricians' expulsion. We will try and try again today to get the sensible option of continued suspension to avoid a damaging split that could result in unions attacking each other for members."

"We believe rules should be kept and we are not in favour of flagrant breach of rules, but the EETPU have said that they need time to sort them out. We have taken them at their face value."

No other union is likely to support the move, making the prospect of an inter-union membership battle more likely. Mr Willis, who is desperate to avoid such a scenario, angrily said that "anyone from either the EETPU or any other union who relishes the prospect of a free-for-all would go to hell for a holiday."

Mr Ron Todd, general secretary of the Transport and General Workers Union, disclosed that he had privately met Mr Hammond in an attempt to avoid a fight for members that could turn trade unions into "jackals round a carcass".

He issued a warning that a "mad rush for members" was in no-one's interest and promised that he would not kick an animal just because it was down.

However, the TGWU, along with several other left-led unions such as the Manufacturing, Science and Finance Union, which is planning a recruitment drive of the electricians' members once it is expelled, have drawn up plans to confirm legitimacy on rebel electricians who are planning to set up their own Electrical Plumbing and Industries

Continued on page 4, col 4

Customs men search ship seized in war on drugs



Customs officers inspecting drums on the deck of the Salton Sea at Ramsgate harbour after its seizure yesterday (Photograph: Adrian Brooks).

Postal chaos growing as letter boxes are sealed

By John Spicer and Philip Webster

The postal service faces continued chaos over wide areas of the country today with little prospect of the two sides getting together to resolve what has now become a double dispute.

More than 40,000 postal workers are expected to be on strike today. Private and business parcel and delivery services will be hit for the fifth day and the leader of the Union of Communication Workers, Mr Alan Tiffin, said he could only see "deepening gloom" ahead.

The Post office yesterday said that 100 million items of mail were now caught up in the backlog caused by the dispute. About 80 per cent of the unsorted mail is likely to be business post, and one-third of it first class, it said.

The Post Office sealed letter boxes in more than 50 towns and parts of cities - including Swansea, Cardiff, London, Birmingham, Manchester, Leeds, Liverpool, Edinburgh and Glasgow - at the weekend.

In London six of the city's 17 main sorting offices are now shut. In South Wales all 50 offices are shut. The whole of Liverpool and the central parts of Leeds, Manchester,

a next-day delivery service on time. The successful firm charged £10.45 for the letter.

Mr Tiffin, general secretary of the union, who is in Bourne- mouth, said he believed the disruption could worsen this week and he put the blame on Mr Bill Cockburn, managing director of Royal Mail Letters.

The two sides were in touch over the weekend hoping to arrange a meeting to talk about the primary dispute concerning wages payments for new recruits, which led to a 24-hour strike last week.

But that issue has now become secondary to the row over the use of temporary workers by the Post Office to clear the backlog of mail from last Wednesday's strike.

Mr Tiffin said local agreements had been "literally on the brink" of being signed, but were stopped by what he called the "inflammatory action" by Mr Cockburn.

The Post Office maintains that the extra 500 casuals - making a total of 3,000 - brought in last week to clear more than 100 million items of delayed mail are vital to ensure services get back on schedule.

A survey of 10 such firms by The Sunday Times shows that only one managed to provide

French open fire in dramatic chase across Channel

By Mark Ellis and Stewart Tindler

Customs officers equipped with cutting equipment were last night stripping a South American ship suspected of carrying cocaine which was held at the end of a dramatic chase across the Channel after French investigators fired shots across its bow.

Cutters and a helicopter chased the Salton Sea, a 190-tonne cargo vessel registered in Honduras, across the busy Channel, and when it refused to stop for a French boat, British Customs cutters got alongside and sent a boarding party to the ship.

However, after 18 hours of ripping apart the Salton Sea in Ramsgate harbour, Kent, a senior Customs officer said it

was feared that any drugs could have been ditched overboard during the eight-hour chase in the Channel.

He said: "It is quite possible in a chase of this length that there would be ample time to throw a drugs haul overboard". The search of the ship could take days without bearing fruit.

The French had the ship on a list of vessels suspected of drugs running. The Customs officer said it had been under surveillance for some time.

European drugs intelligence files show that Colombian smugglers have regularly used Honduran vessels in recent years to move cargoes of cocaine, mainly to the United States. The drugs are often hidden with great skill and ingenuity.

The ship was originally named the Salton Seahorse. According to the 1985-86 Lloyd's List, it was owned by an American company. The ship's former name could still be seen under coats of paint yesterday. Lloyd's said it had no details of the vessel's recent history.

The chase began on Sat-
Continued on page 22, col 6

INSIDE

The real Charles



What are the influences which have shaped our future king? A three-part series on the Prince of Wales begins today on page 9

WIN £186,000

Portfolio PLUS Accumulator

There are three chances to win today: the Accumulator fund, which stands at £186,000; the £4,000 daily prize; and a second chance to win the £8,000 weekly prize (see page 3). Weekly game: page 19 Today's game: page 26

TIMES FOCUS

On the day the Farnborough Air Show opens a Special Report looks at the aerospace industry. Pages 27-36

England win

England beat Sri Lanka by five wickets with 14 balls to spare in the one-day international at the Oval. Page 46

Degree courses

A full list of the remaining vacancies for degree courses is published today. Pages 17-19

INDEX

Home News	2-5
Overseas	6-8
Business	23-26
Sport	41-46
Arts	14
Births, marriages, deaths	13
Chess	12
Court	12
Crosswords	20-22
Diary	10
Entertainment	20
Features	9, 10, 15
Information	19
Law Report	11
Leading articles	11
Letters	12
Obituary	12
On This Day	10
Religion	12
Schools	12
Science Report	21
Television and radio	22
Weather	22

IRA fired in ambush, says King

By Our Chief Political Correspondent

Mr Tom King, the Secretary of State for Northern Ireland, yesterday revealed that the three terrorists ambushed by security forces in Ulster last week had opened fire in the incident.

Defending the troops against shoot-to-kill allegations, Mr King confirmed

Gibraltar inquest

explicitly for the first time that they had been fired on and he said they had acted "absolutely correctly".

According to military sources, Mr King had been reluctant to reveal the information until after the investigation into the incident.

But the Army wanted it published to instantly rebut the allegations.

Continued on page 22, col 2

Big orders for UK at Farnborough

Russian giant 'blows' engine

By Harvey Elliott and Michael Evans

The Farnborough Air Show started with a bang yesterday as British plane manufacturers chalked up new orders - and the world's biggest aircraft suffered an embarrassing engine blow-out in front of 20,000 spectators.

The giant Antonov AN 124 was just into its take-off run when with a loud bang its inner port engine back-fired in a spurt of flame. The pilot, Arthur Sevastyanov, immediately shut down the damaged engine and taxied slowly back to the far side of the Farnborough runway for emergency repairs.

Soviet engineers were last night trying to find the cause of the engine "surge" and considering flying a spare engine in from Russia to enable the jet to make its planned displays throughout the rest of the week.

The AN 124 - the world's biggest aircraft - had been due to give a display of its enormous size and power after a series of aerobically manoeuvring by one of the twin-tailed MiG29s.

Watching British plane-makers were celebrating even further success in the booming international aircraft marketplace and British Aerospace had just announced a £240 million order for 19 new 146 four-engine aircraft and helicopter manufacturers Westland had announced an order for Lynx helicopters from South Korea. Although no details about the order were given, it is believed that it could be worth well over £120 million.

The Australian-based transport group TNT ordered eleven freighter versions of the four-engine jet which is

the quietest jet aircraft flying in the world. The British independent airline Air UK ordered two and six others from as yet unnamed operators have now been signed for.

The orders bring the total number of the all-British BA146 jet to 139 and more are expected to be placed within the next few days of the Farnborough Air Show according to British Aerospace chairman Professor Roland Smith.

Airbus Industrie, in which British Aerospace has a 20 per cent stake in common with other plane-makers now expects to clinch even more orders to add to its already bulging backlog. The European Consortium should now be in profit by 1995 according to its chairman Jean Pierson and is increasing its output to meet the boom in orders.

Continued on page 22, col 4

New £32m hope for Elstree

By Colin Narborough

Mr George Walker, the former top amateur boxer who heads the Brent Walker leisure and property empire, said yesterday that he has formed a joint venture which will pay £32.5 million in cash for Elstree, the Hertfordshire film studios.

Fears that developers will bulldoze the studios could be dispelled by the move, as Mr Walker is expected to pull together his own film, television and video activities at the 29-acre site, which has been linked in recent years with Mr Steven Spielberg, the American producer.

Studio-related leisure facilities, like those at Hollywood's Universal Studios, are also envisaged by Mr Walker.

Last year, he renewed Goldcrest, the Oscar-winning British film production company of *Chariots of Fire* and *Gandhi*.

Details, page 23

Plea by Walesa for struggle without strikes

From Richard Bassett
Warsaw



Mr Walesa addressing the crowd in Gdansk yesterday.

Mr Lech Walesa, the leader of the outlawed Solidarity trade union, delivered an impassioned plea yesterday to thousands of Poles to stop criticizing his attempts at dialogue with the authorities.

"Poland does not need strikes. I know we need a struggle but not a struggle which turns ultimately against us," he said yesterday in Gdansk.

Mr Walesa was speaking after Mass at St Brygida's Church near the Lenin Shipyard, the birthplace of Solidarity, where workers last Friday ended a two-week old strike for higher pay and the reinstatement of the banned union.

Government's decision to hold its first talks with Solidarity for seven years. Nevertheless, many of the younger strikers have remained critical of Mr Walesa's decision to call off the strikes.

In Silesia, Mr Walesa had to appear in person to explain his decision. Many believe that more could have been won if they had remained on strike for longer, but Mr Walesa reiterated yesterday that the present situation in the country offered Poland "an unprecedented chance".

"I will not toy with Poland. I am not naive," Mr Walesa reassured the several thousand-strong congregation who gathered outside St Brygida's yesterday.

He pleaded: "Restrain yourselves! I am not and never will be a traitor!" and added, on a more forceful note, that he would "extinguish" any remaining indus-

trial unrest. It was a *tour de force* of Mr Walesa's impressive gifts of oratory.

There appeared to be a genuinely wide-spread sense of sympathy for Mr Walesa among the congregation when he said: "Friends, Poles, I am not making life easy for myself when I do this."

Poland had reached a critical stage in its development. "For the first time, we have a choice in Poland," he said.

Though the Government had admitted a need for "round-table" talks with opposition members, including Solidarity, and a further meeting between Mr Walesa and the Interior Minister, General Czeslaw Kiszczak, is expected later this week, there are many who fear that Warsaw is not sincere. "They are playing for time," an embittered worker was overheard saying after Mr Walesa's speech.



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NEWS ROUNDUP

Radiation claims face cash hitch

Parents trying to sue British Nuclear Fuels for compensation over alleged links between radiation exposure from the nuclear plant at Sellafield and childhood leukaemia may have to drop their case unless they can get legal aid.

Mr Martyn Day, a solicitor who has offered to help 28 parents to prepare their cases, has said that he will proceed only if the parents receive legal aid. One of the parents indicated that he will not be able to pursue a court case if it is going to cost anything.

The compensation claims of up to £500,000 come from families where children have either developed leukaemia or died of the disease.

British Nuclear Fuels said last night that there was no proven link between the company's activities and childhood leukaemia in Cumbria. "We will not be settling any claims unless and until it is decided by the court that we are legally liable to do so".

Bogus police strike

Bogus policemen have appeared in North Wales for the second time in nine days. A Liverpool motorist was stopped on the A55 Expressway in Colwyn Bay by two men in uniform, driving a white Ford Escort. The driver became suspicious when one of the men produced an ordinary writing pad. They panicked and drove off. A month ago a white Ford Escort was used by two men on the A5 and nine days ago a woman was stopped near Colwyn Bay by two men in a blue Vauxhall Cavalier.

Hunt for rapist

Police are searching for a man who raped a girl aged 13 on playing fields in Plymouth. They believe the man, aged between 25 and 28, was riding his sister's orange moped, marked by ladybird stickers, and have appealed to her to turn him in. The rapist, wearing an orange motor cycle helmet, dragged his victim into a row of bushes after apparently befriending the girl and her brother, aged 11, on fields near Ham Drive, Devonport.

No to being a bard

The Prince of Wales has turned down the opportunity to become a Cornish bard. Mr Richard Jenkin, retiring Cornish Bard, who attended the 60th annual meeting of the Cornish Gorsedd at the weekend, said: "As approaches were made to see whether an invitation would be welcome and the reply was that he was not taking on any more responsibilities at that time". There are 350 Cornish bards who, according to Mr Jenkin, a former schoolteacher, are "defenders of Cornish culture".

Boy drowns at camp

A mother watched in horror as her son, aged four, drowned in a swimming pool just hours after arriving at a holiday camp on Saturday. Robert Martin was spotted at the bottom of the deep end by other holidaymakers at the Warners holiday camp in Dovercourt, Essex. Staff and visitors tried in vain to revive him. His mother, Mrs Jill Martin, who is crippled with multiple sclerosis, is being comforted at her home in Ramuz Drive, Westcliff.

Study of police stress

Police who guard the Queen when she is on holiday in Scotland say they are under stress. They are being studied by a team of stress experts from Aberdeen University. Chief Constable Alistair Lynn, of Grampian Police, is asking for 101 extra officers and another 40 staff to cope with the pressure. "The amount of security required on Decade increases every year when the Royal Family is here. A disaster like Piper Alpha adds even more to our work."

Ridley rejects radar

Conservationists have won a three-year battle to stop a huge golfball-shaped radar being built on Exmoor. The Secretary of State for the Environment, Mr Nicholas Ridley, has taken the unusual step of overruling his inspector's recommendation that the weather station should be built. In his decision, Mr Ridley said the 25ft high dome at Castle Compton, Shoulsbury, "would be an unacceptable intrusion into a high and remote part of the national park".

Tough talks over spending

Mr John Major, Chief Secretary to the Treasury, will begin a tough round of negotiations with departmental ministers this week to fix next year's public spending totals. The biggest battle is likely to be over spending on the National Health Service. Mr Kenneth Clarke, the recently-appointed Secretary of State for Health, will be seeking an increase in spending over and above that required to fund the pay award for nurses and doctors.

However, there are indications that the Treasury will be seeking to claw back some of the £750 million cost of the pay settlement. At the same time, it will be seeking to restrict additional growth in health service spending.

The spending departments are asking for a total of £8 billion to £9 billion more than the Treasury has allowed in its public spending proposals. The main excess bids have come from the departments of health and social security and the Ministry of Defence.

Mr Major has some leeway in the negotiations because the Treasury has set aside a £6.7 billion reserve for next year. However, £1.75 billion of this has already been taken up by higher local authority spending.

The cost of social security benefits, most of which are linked to the retail price index, will rise as a result of higher than expected inflation. The uprating of benefits next April will cost about £400 million more than estimated in proposals as a result of the higher inflation.

The spending round begins against a difficult background for the Treasury, with the City worried about inflation and the balance of payments.

TV watchdog meets

Code on sex and violence

The Broadcasting Standards Council, chaired by Lord Rees-Mogg, will start work on a code to keep unacceptable scenes of sex and violence off television when it meets for the first time today.

The new television watchdog, which has made an offer for permanent headquarters in central London, will also begin the process of finding a director and full-time staff for the council.

A complaint about the rape scene in *EastEnders* has already been received by the council, and Lord Rees-Mogg has taken it up with the BBC. It is unlikely any adjudication will be made because the criticism was lodged before any of the council members were named.

Lord Rees-Mogg has held talks with the main broadcasting bodies including the BBC, the Independent Broadcasting Authority, Cable Authority as well as Mr Rupert Murdoch and Mr Robert Maxwell about setting up of a publicly avail-

"Everything has to be pre-

Incentives to recruit teachers 'have little effect'

By Sam Kiley and David Tyder

Mr Kenneth Baker, Secretary of State for Education and Science, yesterday admitted that government attempts to recruit teachers for subjects essential to the new national curriculum appeared to have had little impact. Speaking on BBC Radio 4 yesterday, he said last year's recruitment figures had been good "but at the moment they are not looking so promising".

The number of trainee teachers going into primary education rose by 11 per cent this year, but in the secondary sector recruitment has fallen by 9 per cent.

The "shortage subjects" — mathematics, physics, craft design and technology — for which the Government has set aside £30 million for incentives and re-training, have been hardest hit.

According to the Department of Education and Science, recruits to mathematics teaching had fallen by 11 per cent and to physics by 14 per cent.

Mathematics, English and science are "core" subjects in the national curriculum which starts a four-year implementation programme from primary school next year.

Recruitment to modern language teacher training (one of six foundation courses in the curriculum) has dropped by 9 per cent, although the department said the "figures have

improved since the beginning of the year". As thousands of pupils prepare to go back to school, it has become apparent that schools could be without heads and deputies for an extra term after delays in filling hundreds of vacancies were caused by the introduction of new rules for the selection of governing bodies.

The new rules, designed to give more power to parents, come into operation this month. The delays will be caused in the setting up of appointment panels of governors from the local authority, parents and the community.

At many schools the parent governors may not be elected for several weeks and only after that will they and the local authority appointees decide who they wish to co-opt on to their boards.

A London school official said: "This awful interregnum could well result in schools being unable to make appointments in time for new heads and deputies to be in post by the beginning of the winter term. There will be a terrible rush to make appointments and this could gum up the whole works."

Mr Dennis Hatfield, chairman of the joint council for GCSE boards, agreed that the increased emphasis on communication in modern languages at GCSE might present a problem at A level where the course is more literature based.

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Victims of poisoned water supply to be given cash rebate

By Robin Young

Seven thousand households whose water was poisoned by 20 tonnes of aluminium sulphate are to receive a ten per cent rebate on their bills for the year from the South West Water Authority.

The mistake that led to contamination happened at the unlicensed Lowermoor treatment works on Bodmin Moor on July 6 when a relief driver delivered a tanker load of aluminium sulphate out of hours and, using a key which had been left for him, tipped his load into a reservoir of 300,000 gallons of purified water instead of a storage tank.

The consequences for people in the Camelford area of north Cornwall who drank the water, which the authority claimed was safe, included vomiting, skin rashes, mouth ulcers, diarrhoea, muscle pains, aggravated arthritis and urinary problems.

People with bleached hair found that it turned green and when the mains were flushed, 30,000 fish were killed in the Allen and Camel rivers. The acid levels in the water are also believed to have stripped copper, lead and zinc from water pipes and tanks, further contaminating the water.

Dr Richard Newman, a Camelford GP, said that he had seen a child of two with a tongue so sore in ulcers that it looked like sago pudding.

There are still fears of long-term medical effects and homes in the Camelford area continue to receive water with aluminium content up to two

and-a-half times the maximum recommended by an EEC directive on water purity.

Dr Newman said yesterday that he had seen a water inspector's sheet of test readings which showed that at the end of August, two thirds of the homes in his area were still receiving water with aluminium in excess of the EEC recommendation.

In a circular letter which is, in some cases, the first communication consumers have received from the authority, Mr Keith Court, the chairman, advises owners of property that has been empty since the incident that the hot and cold water systems should be run "for at least 30 minutes, but preferably for one hour, to ensure that the stored water is flushed out".

Mr Gerry Neale, the Conservative MP for North Cornwall who has called on Mr Nicholas Ridley, Secretary of State for the Environment, to sack Mr Court, said yesterday: "The rebate is the very least gesture they could have made. It is too little, and far too late. They are telling people now to flush their water systems two months after the event, but that should have been done immediately under the authority's own emergency procedures."

Mr Douglas Cross, a biologist who has led local protests at the water authority's handling of the affair, said yesterday: "The rebate is not going to impress many people. They are talking peanuts. The authority made £3.5 million last year, so the rebate repre-

sents about eight hours' profits for them."

Mr Cross and Mr Walter Roberts, a local councillor, have organized a meeting in Camelford tonight with representatives of Pannone Napier, the solicitors specializing in disaster litigation who represented victims of the Manchester air crash, the Zebrugge ferry sinking and the King's Cross fire.

Mr Cross said yesterday: "We were lucky that nobody died but I believe that at least 4,000 people were medically affected by the authority's incompetence. If anyone but the water authority had polluted the water on such a scale they would have been very heavily fined."

The authority's letter states that the rebate will not affect claims for compensation but Mr Neale yesterday again urged people with complaints to take legal advice before accepting any offer of compensation from the authority.

The authority has said that it has already settled about 50 of the claims for compensation so far received. Mr Court said that some people had received sums in excess of £1,000 while others were small amounts for things as a ruined hair-d

No claims have yet been filed for medical damages, but Mr Cross said yesterday that he thought there could be many substantial claims as a result of tonight's meeting. Several of them from visitors who were on holiday in the area when the contamination occurred.

Commandos relive daring raid on Sark



Sergeant Jean-Pierre Boccadoro, Corporal Maurice Lefloc and Captain David Smees remembering the raid on Sark 45 years ago. (Pictures: Mark Pepper)

Two French commandos who died on December 28, 1943, during an Anglo-French night raid on Sark, the Channel Island occupied by Germany, were remembered in a special ceremony at the island's churchyard on Saturday.

The 11-man raid, the third of its kind made on Sark, was led by the late Lieutenant Ambrose MacGonigal. The aim of the raid was to capture German officers, preferably the commander, for questioning about the island's situation.

The raid was called off after two of the six-man shore party were killed crossing mine fields at Hog's Back.

MacGonigal and two others were badly wounded by the mines. The dead were Corporal Robert Bellamy and Private André Dignac, who were buried on Sark by the Germans.

After the war Dignac's body was returned to France but until recently Bellamy's family remained untraced.

Saturday's ceremony included the unveiling of a

new headstone for Bellamy's grave, commemorating the raid and carved with the insignia of the 1st Battalion Les Fusiliers Marins.

The ceremony was organized by Admiral Lucas, the French naval attaché in London, M Barcellini of Les Anciens Combattants and M Louis Cannini, the French Consul-General in the Channel Islands. M Bellamy's sister, Mme Nellie Emzivat of Locquirec, France, was also present. It was her first visit to her brother's grave.

Mr David Smees, aged 66, a former captain with the Special Boat Service, who had been the party's ferryman, laid a wreath on M Bellamy's grave, as did M Pierre Boccadoro, aged 66, of Paris, another survivor. He had been a sergeant and was second in command of the raid's shore party.

M Boccadoro has now found out what happened to everyone involved in the raid, including one of the French boatmen who had vanished at the end of the war. He now lives in Ilford, Essex.



The headstone on Corporal Bellamy's grave

Hormone 'can ease migraine'

By Jill Sherman
Social Services
Correspondent

Results of research confirming links between hormonal changes and migraine during the onset of menstruation, which could lead to improved treatment, are to be presented to the Migraine Trust International Symposium in London this week.

The research, undertaken by Dr Frank Clifford Rose, from the Princess Margaret Migraine Clinic at Charing Cross Hospital, central London, shows that female sex hormones can influence migraine attacks.

The researchers are said to have found that a pre-menstrual fall in oestrogen levels can initiate migraines. The administration of oestrogen can delay attacks.

The study could lead to a breakthrough in treatment for women who suffer migraine attacks in the first two days of their periods. Already in France women are given per-

sonal oestrogen, an oestrogen gel that can be absorbed through the skin.

However, migraine experts say that many other factors could trigger off an attack.

"While a drop in oestrogen could trigger an attack at the onset of menstruation this will often come with another trigger such as lack of food, stress, alcohol consumption", Dr Joseph Blau, a consultant neurologist at the National Hospital, central London, said.

Dr Blau said it was very difficult to distinguish menstrual migraine from other types of migraine. "Some migraine attacks in women are hormone related. In some it is a triggering mechanism, but this is not always the case."

Detectives liaise over murders

By Kerry Gill

Senior detectives from six police forces will meet this week to discuss the hunt for the killer of three girls murdered between 1982 and 1986. "The meeting in Peebles is being organized by Deputy Chief Constable Hector Clark of Lothian and Borders police, who has been leading the investigation into the deaths of Susan Maxwell, aged 11, Caroline Hogg, aged five, and Sarah Harper, aged 11."

Officers from Lothian and Borders, Nottinghamshire, Staffordshire, West Yorkshire, Northumbria and Leicestershire forces will be shown results of the new computerization of the evidence.

Officers transferring the details of the hunt onto computer will complete the task this month allowing all six forces to have immediate access to the evidence.

Susan Maxwell, from Cornhill-on-Tweed, was found dead in 1982. Caroline Hogg, from Portobello near Edinburgh died in 1983 and Sarah Harper of Leeds was killed in 1986.

Doubt grows on research role in gene mapping

By Pearce Wright
Science Editor

A controversial issue facing scientists comes under the microscope this week when the British Association for the Advancement of Science holds its annual meeting at Oxford.

It is the question of whether British researchers should get involved in the race that is developing between the United States, Japan and the Soviet Union to produce a map of the estimated 50,000 to 150,000 genes that make up each of us.

The undertaking has been described by Professor Walter Gilbert of Harvard University, a Nobel prizewinner in medicine and a powerful advocate of the enterprise, as "the grail of human genetics".

However, the venture is regarded as the most ambitious project since the decision to send men to the moon. It is even more adventurous when seen in the context of the modest resources used for biological research.

The American National Research Council estimates that

The influence of glasnost has spread to the area of scientific co-operation between the Soviet Union and Britain.

It came with an agreement signed yesterday in Oxford between the British Association for the Advancement of Science, with a membership of about 2,500, and its Russian equivalent called Znanie, with a membership of more than 750,000, for a programme of exchange visits between lecturers and groups of young people.

The British Association is more than 150 years old and Znanie was formed only in 1948. Both are dedicated to popularizing science and explaining the impact on society of the latest advances in research and technology.

The "mapping and sequencing of the human genome" would take 30,000 man-years of effort, more than £2,000 million and more than 15 years.

However, the potential benefits are a revolution in preventive medicine, gene therapy and in fighting cancer.

An overriding concern is that a project of that scale will divert money and people from existing research.

Moreover, there are other approaches in research in molecular biology, genetics and bio-chemistry with simi-

The agreement was initiated between Sir Walter Bodmer, President of the British Association, and Academician Rem Viktorovich Petrov, President of the Society of Immunologists of the USSR, who is leading the first Russian delegation to contribute to the Association's annual meeting.

Academician Petrov will be speaking at a biological symposium addressing one of the controversial aspects on the factors influencing evolution. One of his colleagues, Academician Nikolai Pavlovich Bekhov, a director of the Institute of Medical Genetics in Moscow, is taking part today in a meeting on Chernobyl and its implications for the future of nuclear power.

private research foundation. The human genome is a set of genetic material that carries the instructions describing each human being.

There is a copy of the blueprint in the nucleus of every cell in the body. Unfortunately, it consists of 3,000 million compounds, which are linked in different ways to form the individual genes.

Only 1 per cent of the genome has been analysed and the location of 1,215 of the genes discovered.

A single gene can consist of several thousand molecules. A

variation in any one can be the source of a particular disease. Only about 5 per cent of the chain of 3,000 million compounds form the genetic blueprint.

Therefore, instead of analysing all the material, some scientists believe it would be better to concentrate on methods for targeting just the specific genes that cause the main diseases.

In a report in the latest issue of the *British Medical Journal*, Sir John Kendrew, the Cambridge Nobel prizewinner and pioneer of gene sequencing, has expressed concern that funds and manpower might be diverted from other projects.

Professor Martin Bobrow, a geneticist from Guy's Hospital, compares the project with a similar approach in the US 15 years ago to launching a war on cancer. That wasted a lot of science, time and money to little avail, he says.

The debate on priorities in research is one of the issues to be raised this week by Sir Walter Bodmer, president of the British Association and director of research for the Imperial Cancer Research Fund Laboratories.

Seal virus Survey lifts survival hopes

By Robin Young

Hopes have been raised that British seals may not suffer the same death-rate from canine distemper virus as those in Denmark and Sweden, where 80 per cent of the seal population has been wiped out.

Dr John Harwood, head of the Sea Mammal Research Unit based in Cambridge, said yesterday that an aerial survey of the Wash and the Norfolk coast had not revealed numbers of dead seals in inaccessible places.

The unit recorded 320 dead seals washed up in August excluding those at Blakeney Point, Norfolk, which were buried on recovery. National Trust wardens at Blakeney say that of the 720 seals counted in a previous aerial survey

they can now account for only 280. It is not believed, however, that as many as 400 have died.

Dr Harwood said: "It is encouraging that the disease is now known to have been in British waters for three weeks and we have not seen deaths on the catastrophic scale experienced in Scandinavia."

The veterinary and pathology departments at London Zoo have offered facilities to the RSPCA to help tackle the epidemic. Mr Tony Fitzgerald, a leading wild animal nurse who is based at the zoo, is to run the emergency seal centre at Docking, Norfolk, and tomorrow flies with Mr David Clarke, a Norfolk veterinarian, to study techniques used by the Dutch seal re-

search centre at Pieterburden. Mr Stefan Ormrod, the RSPCA's chief wildlife officer, said yesterday that the Dutch centre had lost none of the 40 seals it had treated in the past 10 days. The Docking centre will be able to treat up to 50 seals.

Miss Isabel McCrea of Greenpeace said that 17 common seals had contracted the distemper virus at Stranford Lough in Northern Ireland.

The Ministry of Defence has been asked to ban low-level flying exercises over the Scottish islands for the duration of the grey seal breeding season after environmentalists from Orkney said last week that low-flying jets caused a colony of seals to stampede into the sea.

Australian earl to sell £1m racing heirlooms

A priceless collection of racing trophies may be lost when Lord Stradbroke sells his family silver in an auction expected to make up to £1 million.

The most outstanding family heirlooms are gifts "from noblemen and gentlemen of the English and Foreign Turf" to one of his ancestors, Admiral Henry Rous, a power behind the Jockey Club in the 19th century.

Admiral Rous launched the handicapping system and helped form many of the Jockey Club rules. In recognition of this, he was given a 50-in-high silver table centrepiece weighing 928 ounces, estimated at £25,000 to £30,000, and two 40-in-high silver candelabra weighing 837 ounces, estimated at £30,000 to £50,000.

Other racing and coursing trophies are included in the

sale, with estimates ranging from £3,000 to £7,000. However, Lord Stradbroke said yesterday he had not been approached by the Jockey Club or the National Horse Racing Museum in Newmarket. The silver is expected to account for half the proceeds of the sale by Prudential Fine Art, to be held on the estate at Hingham, Suffolk, on October 11 and 12.

Lord Stradbroke, an Australian who likes to be known as Keith, said he had no regrets about selling the silver and other items of furniture. "It's been in a bank vault for 40 to 50 years, nobody's had any enjoyment out of it and when we've wanted to use it we've had to inform the police, the insurance company and goodness knows who else." He will return to Australia before the sale.

York Minster restoration reaches completion

By Peter Davenport

Hidden behind a 100ft high orange curtain, the remarkable restoration of the south transept of York Minster has finally reached completion.

Four years after a bolt of lightning started a fire which swept through the transept, at one time threatening the entire building, the final, delicate touches of the rebuilding programme have been carried out.

The restoration work, which has involved the careful marrying of modern building techniques to hand skills that have changed little over the centuries, has ended a year ahead of schedule. The estimated £3 million costs of the work have been fully met by the Ecclesiastical Insurance Group.

Mr Bob Littlewood, the minster superintendent of works, whose team of 67 stonemasons, joiners, woodcarvers, scaffolders and painters car-

ried out the minster rebuilding programme, said: "The transept looks better than I ever dared hope. We have created a piece of twentieth century history for future generations."

The south transept will stay cut-off from the rest of the minster until a special service of dedication attended by the Queen is held. This is expected to be on November 4.

Minster authorities are determined to keep the details of the transformation, from a charred and smouldering ruin to a new creation, glowing with 1,000 books of 22 carat gold leaf, secret until then.

Since the fire on July 9, 1984, the surprisingly small workforce has rebuilt the roof and erected an elaborate vaulted ceiling using 150 large oak trees, including some donated by the Queen from the royal estates.

The ceiling is linked by a series of 68 wooden bosses. The largest weighs

five hundredweight and is decorated with carvings illustrating the words of the canticle "Benedicite - All ye works of the Lord, praise ye the Lord."

Some of the carvings are based on designs submitted by viewers of *Blue Peter* and the children will be among the congregation for the service of dedication.

It is hoped that the Queen will also visit the workshops and meet the craftsmen who have worked on the transept. These include the stained glass specialists who repaired the historic Rose Window, a task which involved rebuilding the 8,000 sections of glass which had cracked and splintered into 40,000 fragments during the fire. Mr Littlewood has been on the minster workforce for 43 years, carrying on a family tradition stretching back to his grandfather and now maintained by his son Keith, aged 29, one of the painters who applied the

15,000 pound of gold leaf to the ceiling bosses.

He was among the first to inspect the damage in the south transept in 1984.

"Looking back it is difficult to imagine the scale of what had to be done, although I never doubted that we would do it. When the public finally see it I believe they will be amazed at what has been achieved. If anything, it is more spectacular than the original and it is due to the skill and dedication of the men involved."

Public donations of £500,000 have been used to pay for an elaborate lightning conductor and fire detection system for the building because the insurers met the full costs of the restoration.

An international conference will be held in York next year to examine fire hazards in cathedrals and to consider the lessons to be learned from the York Minster fire.

Jobs sought for 800 as festival draws to close

By Kerry Gill

More than 200 of Scotland's major employers are to be contacted by organizers of the Glasgow Garden Festival in an effort to find new jobs for the hundreds of workers employed on the event.

As the festival enters its final four weeks, Mr Iain Robertson, the festival company chairman and Chief Executive of the Scottish Development Agency, said he would be writing to prospective employers urging them to find permanent jobs for the men and women taken on last April.

Under the community programme scheme of the Man-

power Services Commission more than 800 long-term unemployed men and women were taken on by the festival and given jobs ranging from ground staff, maintenance workers and tram drivers to water rescue squads.

All were given special training in a programme run by Strathclyde Regional Council, which included a basic computer course, and vocational training in subjects of their choice.

Up to date information on possible vacancies is provided at a centre at the festival headquarters in Brand Street by the Govan Jobcentre.

Portfolio PLUS NEW Accumulator

The weekly table of Portfolio price changes was not published in Saturday's paper. As a result, the competition switchboard was jammed with callers, preventing any possible winners of the £8,000 weekly prize from claiming.

We are therefore publishing the weekly list today to give readers another

opportunity to win the £8,000 prize.

Claimants should ring the normal Portfolio number, 0254-53272, between 10am and 3.30pm today. There is also the chance to win the £4,000 daily prize and the Accumulator fund which now stands at £126,000.

Weekly list, page 19
Today's game, page 26

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TUC CONFERENCE

Todd campaigns to block acceptance of training scheme

By Tim Jones, Employment Affairs Correspondent

The Transport and General Workers' Union remained determined last night to wreck the £1.5 billion Employment Training Scheme and lay the TUC open to government charges that it is turning its back on the unemployed.

Mr Ron Todd, general secretary of the TGWU, indicated on the eve of the TUC congress that he was bitterly opposed to the "Tory concept of training" and would be urging delegates to reverse the General Council's narrow and conditional acceptance of the scheme, which was launched last week.

The success of the scheme will be made more difficult if union members on the shop floor are instructed not to work alongside trainees.

However, Mr Norman Fowler, Secretary of State for Employment, is determined to press ahead with its introduction.

Mr Fowler said yesterday that it was appalling that Mr Todd, one of the co-authors of the programme, should now have come out against it and used the kind of language that he had. It had brought no credit on Mr Todd.

He hoped that wiser counsels would prevail in Wednesday's vote. The scheme would go ahead with or without TUC backing.

Under the scheme, designed to provide 600,000 jobs a year for the long-term unemployed, trainees will receive their normal unemployment benefit plus an allowance of between £10 and £12 a week.

Additional benefits can be given for books, equipment and transport. At the end of the course, those who have successfully qualified will receive tax-free bonuses of up to £200.

Mr Todd, whose 1.3 million-strong union has a decisive influence on most conference decisions, claimed employment training was a cosmetic exercise designed to disguise the unemployment figures.

He said: "We would not be supporting the unemployed if

we are seen to be representing them in a way where they are being forced into an area of conscription, because that is what this scheme means."

In spite of assurances by Mr Fowler and other ministers, the TGWU and other left-led unions claim the scheme heralds the beginning of "Work Fair", the United States system whereby people who do not accept jobs lose their benefits.

Mr Todd said that after nine years of Conservative government it was clear the Tories

The dispute with the electricians' union will dominate the opening today of the 120th annual Trades Union Congress in Bournemouth.

The TUC general council's report on the suspension of the Electrical, Electronic, Telecommunication and Plumbing Union, and the union's appeal, will be considered by the conference towards the end of the morning session.

Earlier, there will be an address by Mr Clive Jenkins, this year's TUC president.

In the afternoon there will be debates on the first report of the special review body on union organizations, "Meeting v Challenge", followed by debates on the P&O dispute, GCHQ and teachers' pay.

had no real interest in trade union input and merely presented them with their own unadulterated ideas.

He said the union movement would be doing a service to the unemployed if instead of accepting employment training it pressed for a "properly funded programme with a proper quality of training and not the sort of scheme we are getting now."

Mr Todd, instead of co-operating with the Government, will be urging the conference to pursue with public authorities, employers, voluntary organizations and others a "proper training scheme".

His union's motion says: "It is absolutely essential that trainees should participate because they choose to and

not through any sort of compulsion, including the threat of any benefit penalty arising from refusal to participate or from early departure from the scheme."

If Mr Todd's union fails in its bid to achieve total rejection, it is likely to support a call from the National and Local Government Officers' Association so that unions will co-operate with the scheme only if jobs are put at risk by an immediate boycott.

The Nalco motion allows for agreement on the scheme to be phased out over a period of not more than two years.

Mr Todd said he would give the rebel electricians, led by Mr Jonathan Aitken, every assistance. He inferred that he was amenable to set up accommodation branches for the rebel union until it was formally recognized by the Government's certification officer.

Such a move will provoke instant retribution from Mr Hammond. He said that the electricians would respond in kind to any "unfriendly acts" by launching an all-out assault on the union's members. He has also issued a circular to his officials on poaching members of the MSF.

Trade unions which attempt to recruit its members after today's vote were criticized by Mr Jordan who said any trade which was approached by members of another union should tell that person that he or she belongs

to a union already and should stay in it.

Mr Willis's problems could be further compounded this week when the congress takes a vote on whether to withdraw its co-operation from the Government's £1.5 billion Employment Training Scheme.

The TUC general secretary, who managed to win the support of his General Council by one vote, has put his authority on the line that unions should not boycott the only training programme available for long-term unemployed.

Mr Todd yesterday made it clear that he was confident that the left, which opposed the scheme because it believes it will soon become compulsory and resemble the American workfare system where unemployed people have to work for their benefits, will carry the day on Wednesday.

Willis sets sights on publicity



Mr Norman Willis, general secretary of the TUC, studies a crowd of press photographers at Southbourne, Dorset yesterday on the eve of Congress, after being shown the coastguard station by Mr Tom Tucker, a coastguard officer.

Hammond defiant on expulsion

Continued from page 1
Union to remain under the auspices of the TUC.

Mr Todd said he would give the rebel electricians, led by Mr Jonathan Aitken, every assistance. He inferred that he was amenable to set up accommodation branches for the rebel union until it was formally recognized by the Government's certification officer.

Such a move will provoke instant retribution from Mr Hammond. He said that the electricians would respond in kind to any "unfriendly acts" by launching an all-out assault on the union's members.

He has also issued a circular to his officials on poaching members of the MSF.

Trade unions which attempt to recruit its members after today's vote were criticized by Mr Jordan who said any trade which was approached by members of another union should tell that person that he or she belongs

to a union already and should stay in it.

Mr Willis's problems could be further compounded this week when the congress takes a vote on whether to withdraw its co-operation from the Government's £1.5 billion Employment Training Scheme.

The TUC general secretary, who managed to win the support of his General Council by one vote, has put his authority on the line that unions should not boycott the only training programme available for long-term unemployed.

Mr Todd yesterday made it clear that he was confident that the left, which opposed the scheme because it believes it will soon become compulsory and resemble the American workfare system where unemployed people have to work for their benefits, will carry the day on Wednesday.

He called the training

scheme "a flawed Labour Party is so well

Mr Todd said there was no need for the TUC to push its problems over the expulsion of electricians into the Labour Party.

He made it clear that if electricians are expelled the Labour Party will not be justified in expelling them from membership until its national executive committee had looked fully into the matter.

He said it would be difficult to say that the electricians were no longer a bona fide union just because they were outside the TUC.

Those unions and Labour activists who are still intent on expelling the electricians from the Labour Party were warned by Mr Hammond that if their attempts were successful he would take the party to court.

"If the Labour Party jumps when the TUC says jump it is not going to do them any good. Our membership of the

Labour Party is so well founded that we would challenge any attempts to end it in the courts. I think the leadership of the Labour Party are relying on us to do it."

Mr Hammond last night said he was immensely encouraged by the MORI opinion poll taken by Times Newspapers which showed that the majority of those polled supported the electricians in their dispute with the TUC.

MORI asked a representative sample of trade unionists: "The TUC says it will expel the electricians from the TUC unless the electricians follow the TUC's policy on single union agreements or no-strike deals. On balance do you support the TUC or EETPU?"

Thirty-two per cent backed the TUC, 42 per cent backed the electricians, with 11 per cent saying neither and 16 per cent don't know.

Quarter of trade union members own shares

By Philip Webster, Chief Political Correspondent

Three-quarters of trade unionists own their homes and one in four own shares, mostly in industries privatized by the Conservatives, according to a MORI poll for Times Newspapers. The poll discloses the extent to which the aspirations and profile of trade unionists have changed since 1979.

The proportion of trade unionists who are women and middle class has risen steadily since 1979, while the switch of support from Labour to Conservative has been more pronounced among trade unionists than the general public.

Seventy-six per cent of trade unionists own their homes, compared with 68 per cent of the general public, the poll finds. In 1983, 60 per cent of trade unionists owned their homes.

The proportion of trade unionists who are considered to be middle class has risen from 29 per cent in 1979 to 38 per cent in 1988, the poll says.

Those in categories defined as working class have dropped from 71 per cent to 62 per cent in the same period.

In 1979, only 7 per cent of trade unionists had shares. The figure has risen to 23 per cent this year, 3 per cent higher than the general public.

The poll finds that 36 per cent of trade unionists are within the 18-34 age group, compared with 33 per cent in 1979. Twenty-one per cent are aged over 55, compared with 24 per cent in 1979.

The traditional links between trade unionists and the Labour Party are continuing to weaken. In 1979, 51 per cent of trade unionists voted Labour. At the general election last year, the figure was 42 per cent, although this was an improvement on 1983 when the figure was 39 per cent.

The swing to the Conservatives from Labour since 1979 is 3.5 per cent among trade unionists, compared with 2 per cent among the general public.

MORI interviewed 387 adults face-to-face at 144 sampling points throughout Britain, from August 18-22. ©MORI/Times Newspapers

Helicopter for police is grounded

By Robin Young

The Civil Aviation Authority is frustrating Metropolitan Police attempts to use a helicopter to trap speeding motorists because of concern that the aircraft is not safe.

The aviation authority has demanded an undertaking from the manufacturers that computerized equipment installed in the helicopter to monitor the speed of vehicles on roads will not interfere with avionics and communications equipment.

Scotland Yard announced the introduction of the helicopter patrol on August 8. It had been intended to start flying over the A3 and M3 10 days ago as part of a month-long experiment.

The equipment on the helicopter is the same as that used by traffic police patrol cars. However, the aviation authority insists that it is routine to require a new airworthiness certificate whenever an aircraft is modified.

The police have continued to use the helicopter for other duties. A spokeswoman said that it would have been used to spot speeding motorists for only about two hours a week.

Campaign for dance theatre mounts after sell-out shows

By Andrew Billen

The dance world is calling for a permanent large-scale dance venue in London after audiences exceeded expectations for five main ballet companies this summer.

A survey conducted by *The Times* shows that far from hopelessly dividing the audience, as had been feared, last month's unprecedented programme of dance in the capital topped a huge demand.

No production averaged houses of less than 75 per cent and many performances sold out, including all those by the Kirov.

Mr John Percival, dance critic for *The Times* and editor of *Dance and Dancers*, says: "This summer has proved the need for a dedicated dance house, that does not just pick up the crumbs from opera."

"The visiting companies have not only topped a huge dance audience but expanded it. A certain proportion of the new audience will get the bug."

London is invaded by dance each August when the opera and concert seasons end, freeing three large auditoria - the London Coliseum, the Royal Opera House and the Royal Festival Hall.

This summer, however, these traditional venues were not enough, and the Entertainment Corporation, originally known merely as rock concert promoters, created a new 4,000-seat venue at the Business Design Centre in Islington, north London, to house extra performances by the Kirov and Moscow Classical Ballet.

With a stage half as large again as Covent Garden, it had the added attraction of giving the Kirov a dance space equivalent to those of the Soviet Union's great state-owned theatres.

Mr Peter Brightman, joint managing director of the Entertainment Corporation, intends to bring the Ballet Company of Sofia, with some Bolshoi stars in *The Nutcracker Suite*, to the design centre this Christmas, but admits to its limitations.

Running it for dance cost £350,000 but produced far more than expected. The first night performance was delayed for nearly an hour after fire officers demanded extra safety precautions, some audience sight lines were obscured and a total blackout was impossible.



Mr John Drummond, who called for a huge new venue for dance five years ago

Mr Brightman's dream is to build a 3,400-seat theatre in London that would act as a receiving house not only for dance companies but also for foreign and provincial theatre troupes.

Having been previously prevented from building it in Battersea Park, he is bidding for a new site on the South Bank's Jubilee Gardens car park.

Negotiations have reached a critical stage with the new owners of County Hall, the County Hall Development Group. The group is not prepared to see a theatre eat into profits from converting

the old Greater London Council headquarters into a hotel, office and shopping complex.

In contrast to London's shared Opera House, Paris has four huge dance theatres, allowing the Kirov, for example, a recent four-month run.

Mr Percival says he once arrived in Paris and discovered eight competing performances in one night.

Five years ago an Arts Council inquiry chaired by Mr John Drummond, now controller of Radio Three, concluded that London needed a new theatre for dance.

With the Theatre Royal, Drury Lane, occupied by large musicals, if the Jubilee Gardens plan fails the only other obvious candidate in London would be the Lyceum Theatre, near the Strand.

After the outcry over its sale this summer, the Brent Walker property and entertainment group has promised not to use the Lyceum solely for cabaret.

Mr Richard Jarman, general administrator of the London Festival Ballet, which was involved in a rival bid, says he hopes to begin talks with Brent Walker soon.

However, there are fears that Brent Walker will not spend enough on conversion to allow for facilities like a dance studio. Others, like Mr Brightman, believe it is, anyway, too small.

Dance is one of the most expensive of the arts and requires large capacity venues and relatively high seat prices to be economic. Yet even with those conditions met, most of the companies this summer relied also on substantial business sponsorship.

American Express's backing of the Kirov meant that the company's first and last nights at the Coliseum and Covent Garden were offered exclusively to gold card holders, causing anger among other ballet lovers.

Mr Brightman says: "I know people object but without Amex's help the Kirov could not have come."

"Gone are the days when you could get Russian companies over for the price of a meal and a ticket. Nowadays they are very aware of their commercial worth."

Mr Brightman, whose corporation's turnover this year will be more than £6 million, says his dance profits were healthy rather than

spectacular. "It is not like putting on *Aida* at Earl's Court. You cannot have 10,000 people watching ballet - they need to be able to see."

Although in its first week it was affected by the number of competing productions, the Dance Theatre of Harlem averaged 78 per cent capacity at the Coliseum.

The Moscow Classical Ballet sold out for its *Swan Lake* at the Islington Business Design Centre and enjoyed 75 per cent houses for its mixed programme.

The Kirov enjoyed a virtual sell-out at the Coliseum, Business Design Centre and the Royal Opera House.

The London Festival Ballet, which as the local company could have been expected to lose out to the foreign troupes, did better than last year.

It averaged 80 per cent capacity at the Royal Festival Hall, rising to 94 per cent for *Swan Lake*. Its 13 performances at the Coliseum in July, regarded by the company as its showcase, had 76 per cent houses.

The Australian Ballet Company sold out with *Sleeping Beauty* and had overall houses of 82 per cent at Covent Garden.

Cremation proves cost efficient

By David Walker, Public Administration Correspondent

Burials cost up to 10 times as much as cremations, according to an unpublished survey of councils being conducted by the Audit Commission.

The commission, which hopes to make councils more aware of the costs, is also likely to show that British councils perform cremations more efficiently than authorities in Japan and Europe.

There are about 160 municipal crematoria in England and Wales and a much smaller number of privately owned ones regulated by local authorities. The commission is understood to have found that council costs are favourable.

However, the commission is likely to tell councils they should consider changing the basis on which they charge to give a more accurate picture of the comparative costs of burial and cremation. A single cremation costs about £70 while the average cost of burial in a municipal plot can be more than £600.

The commission is also likely to review the decision by some councils to sell their cemeteries.

WHITEHALL BRIEF by David Walker

Remoulding the North's city images

The public image of urban development corporations (UDCs) is a compound of idle docks (Liverpool) and industrial dereliction (Middlesbrough). A more accurate picture ought to include a busy factory churning out corn flakes (Trafford Park, Manchester) and a leading brewery (Tatley's, Leeds).

Some of the sites designated as UDCs include fully functioning industrial, commercial and residential areas, which makes comparison between them and their performance in the regeneration stakes difficult to measure.

Mr Martin England starts next month as first chief executive of the Leeds Urban Development Corporation. However, as he drove me around his 1,300-acre domain between the city centre and Hunslet last week, he was complaining about the busy traffic.

The Leeds UDC certainly does not look like a depressed area. There is plenty of commercial activity, from lock making to the national headquar-

ters of the Asda retail group. The area is cut through with roads, including a motorway. It sits at the door of a prosperous metropolitan centre, from which the financial institutions have never bailed out, and one that is still able to mobilize local investment.

Mr England, who comes to Leeds from a local authority background, will be working towards a more subtle notion of regeneration that won't be measured by the number of jobs created as much as by better use of the banks of the River Aire, the relocation of chemical and metal works to a single site, in short, imagery.

The UDC area forms the southern gateway to Leeds and is intended to act as a magnet. The best view is from the top of an anonymous Poulson-style office block adjacent to the main railway station. It houses the regional office of the departments of Environment and Transport, to which Mr England will be answerable for the broad outline

of the UDC's work and for specific projects which may be funded by urban grants.

The office is exporting one of its own Civil Servants, Mr Keith Beaumont, to run the Sheffield UDC being set up in the Lower Don Valley.

Mr Beaumont emphasizes establishing good relations with local Sheffield politicians, who were highly put out to have a corporation imposed on them.

Mr Beaumont sounds as if he will do well by the proud inhabitants of Sheffield, within the limits of his £50 million, seven-year budget and as an incentive scheme for replacing manufacturing employment, which used to fill the valley, with parks, housing and service sector activity.

However, what Mr England and Mr Beaumont have in common, and what they share with Mr Michael Honey, of the London Docklands Development Corporation, and Mr Basil Bean, former chief executive of the Liverpool

UDC, is freedom from external performance criteria.

Whitehall has made much in recent years of the need to be more managerial. The thrust of the *Next Steps* initiative is to make chief executives more accountable across a range of performance indicators. Only a bloodless accountant would attempt to pin the UDC men down to a straight profit and loss account and try to quantify their success in terms of bricks laid or riverside brightened up.

The lines of accountability of the UDCs can on occasion seem perilously thin. The chief executives answer to a chairman, a part-time businessman who is appointed, but not supervised, by the Secretary of State for the Environment.

It would be comforting to know that somewhere in Whitehall someone was attempting to devise a scheme on which the performance of these relatively highly-paid public-sector entrepreneurs was to be assessed.

Businessmen boost Newcastle revival

From the window of Mr Bill Hay's tenth-floor office, in the headquarters of a brewery company opposite the local football club, the streets of Newcastle upon Tyne spread out like a toy town.

The panorama is familiar and unremarkable enough, but if the organization of which he has been appointed chief executive is successful, it may be about to change dramatically.

The Newcastle Initiative is the first result of the Confederation of British Industry's national task force on urban renewal. It has one big difference to the mass of other schemes aimed at reviving the inner cities: it won't cost the taxpayer a penny.

The central element of the scheme is the involvement of the local business community in making a contribution to the development of the city, not in piecemeal plans but in closely co-ordinated commercial projects. If successful, other towns and cities will follow its lead.

Under the project, 10 local industrialists and academics are working with the local

A special task force of the Confederation of British Industry is in the final stages of preparing a report on how business can best help revive the inner cities. The experiences of its Newcastle Initiative will provide a blueprint for the way forward. Peter Davenport has been to check on its progress.

authority and government agencies to stimulate business people in Newcastle to jointly plan and co-ordinate developments that are commercially viable and attractive and which will bring new life and vigour to the city.

Five flagship projects have been created. According to Mr Hay, about 200 business people, including developers, architects, builders and accountants, have become involved in separate task forces assigned to see through each project, donating their time and services free of charge.

The Newcastle Initiative has no statutory or financial power; it operates through the authority and influence of its directors.

Its aims are to provide a basis for discussion between public and private sectors, to attract commercial support for

its flagship proposals and to promote national and international interest in commercial opportunities in the city.

Its £100,000 funding for the next three years is being provided by donations from business and industry.

Among its projects are the creation of a theatre village based on the restored Tyne Theatre, the rebuilding of the city's historic commercial centre, from Grey Street to the old quayside, and capitalizing on the region's substantial Japanese presence by establishing Japanese restaurants, martial arts training centres and financial services.

According to Mr Hay, the importance of the initiative is that it involves local people in preparing for the prosperity and well-being of their own community. "These schemes would certainly not have got

together without the initiative. For example, in the theatre village project, there were originally six or seven schemes but they have now mushroomed to 26. We have got two or three times the interest that was there otherwise."

Mr Hay has a response to critics who may say that the only reason business people are involved is to make more profits. "Business has to provide a profit. There has to be a return in it. What would be wrong would be for people to be in it simply for their own interest."

The spirit of this initiative is that people are acting with the well-being of the community as the backdrop," he said.

The first practical results of the initiative are expected to be seen early next year when work begins on new homes in the theatre village area.

Most of the big developments are planned for the next three or four years. Similar schemes are expected to be launched shortly in Bristol and Birmingham.

Judge hi
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and warn
staffing

Managers need
training in 1992

Cash checks
dozens of pr

London and
South East
will have more
than 100,000
new homes by
2000

Judge hits at 'seedy' prison and warns on staffing cuts

By Peter Evans, Home Affairs Correspondent

Walton Prison, Liverpool, is a seedy Victorian jail with the regime for inmates "among the worst we have encountered", Judge Tumin, Chief Inspector of Prisons, says in a report to Mr Douglas Hurd.

In another report the judge warns the Home Secretary that the stability of Pentonville prison in north London is threatened by worsened security, an influx of unstable prisoners and a reduction in staff.

There was no room for lockers at Walton when overcrowded cells contained three men, so they kept their possessions in cardboard boxes under their beds. Mice and cockroaches had been a problem in the kitchen.

Inmates for whom employment could not be found spent most of the day in overcrowded cells. Recreational facilities in the wings were non-existent apart from table tennis and darts for young offenders.

"The main elements of association other than at work for about half the inmates were the rituals of slopping out, collecting meals and short exercise".

The report on Walton expressed deep concern that the hospital was underused and unsuitable for surgery in spite of large sums of money having been spent in recent years. The operating suite was not in use because it was "clinically unacceptable".

There were cracks in the wall plaster and in the terrazzo floors. Wall tiles were crazed and open-jointed. Sinks in the washroom were dirty.

The surgeon's scrub-up area had chipped. The state of the whole area made sterility impossible.

The report recommended that there should be an inquiry into the hospital provision and expenditure.

Responding to the report, Mr Hurd said the redevelopment of the hospital at Liverpool was part of the longer-term programme of rebuilding and refurbishment.

Before work starts on the hospital, a full cost benefit assessment will be undertaken. "For the time being, no surgery is being done at Liverpool until the completion of the comparatively small scale repair work, which can bring the unit back into short term use".

About Pentonville, the judge's report said that, while the number of staff had been reduced, 375 frequently volatile, unsentenced prisoners have been introduced into its previously stable community.

Security standards, already patchy, have been further compromised by building projects.

"We concluded that the establishment's equilibrium had been disturbed to the point where its stability was threatened", the report said.

The lucky few got out to work but the majority of inmates spent most of the day locked up, week in, week out. The medical treatment room on the landing was in a disgusting condition.

In his response, Mr Hurd said that Pentonville will have an important role to play as a London local prison for some time ahead. Since the introduction of Fresh Start, the new working system, much had been done into "developing better use of staff resources to match the levels of population and the needs of the regime. That has been enhanced."

● The Bar has launched an inquiry into prisoners on remand, fearing legal advice is suffering because of difficulties over access to them.

Mr David Farrer, QC, chairman of a working party which expects to report next spring, said the working party was also interested in the way in which decisions on bail were being reached in the courts.

HM Prison Liverpool and HM Prison Pentonville (Home Office, London; £1.50 each).

Alliance to press for changes on leasing

The efforts of a close-knit West Yorkshire community in standing up to a London property company which is attempting to profit from existing leasehold law were disclosed in *The Times* on Saturday. Andrew Moger reports on how the people of Todmorden are gaining wide support and sympathy.

Thousands of families across Britain on the receiving end of aggressive marketing techniques by a London property company are establishing an alliance which will apply pressure for changes in leasehold legislation.

They will also be seeking links with an established association of leaseholders in South Wales which has been fighting against the demands of freeholders for three years.

The move, involving families, solicitors and MPs, comes as a tough stand taken by the Pennines community of Todmorden, West Yorkshire, against Salt Properties Ltd gains support from other householders who have received offers for money.

Mr Godfrey Pickles, a Todmorden solicitor, said yesterday: "The current legislation can be abused."

Salt Properties is run from an office above a carpet shop in Clapton Common, east London. Its representative is Mr S Antonelli, who has sent out a newsletter to 4,000 leaseholders in which he calls himself

Uncle Sam. The company describes itself as managing agents for Mummy Ltd, another London-based company, which owns the freeholds and of which he is a director.

His letter, among other money-making offers, invites leaseholders to buy their freeholds. It says: "If you don't buy, maybe you enjoy the excitement of solicitors,

judges, bailiffs, moving vans and public auctions."

Mr Antonelli has refused to explain Salt's methods without payment of £4,000. Mr Abraham Johan Tager, another director, of Gilda Crescent north London, whose family runs a textile merchant business, also declined to comment yesterday about the letters.

Mr Pickles said: "In the long term, perhaps there should be a change in the law creating a standard form of lease."

In Salt's case, leaseholders are asked to pay £28.75 "administration costs" for any requests for information, £100 advance payment for obtaining retrospective planning consent and a £25 fee for the right to

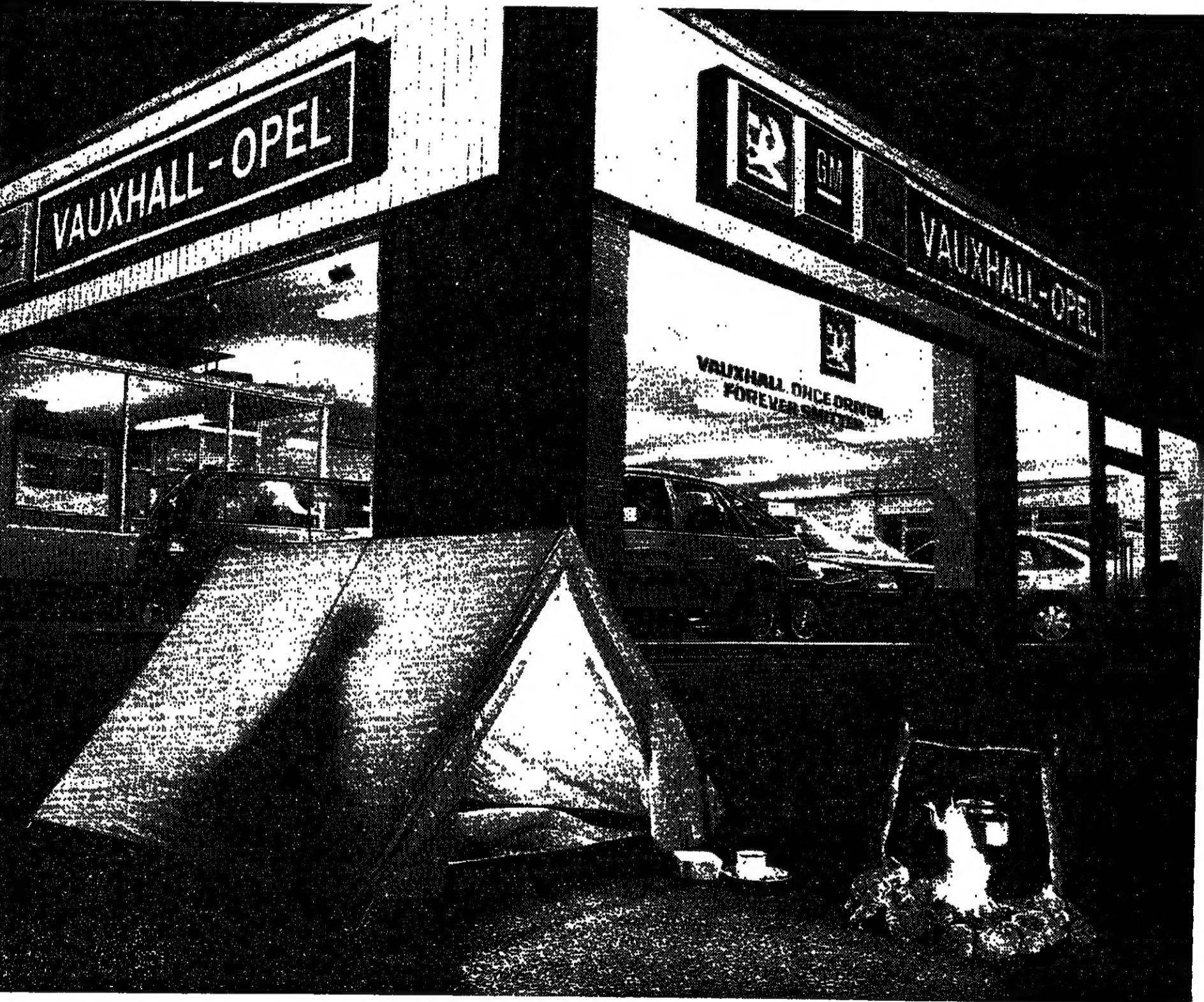
choose which company insures each property.

In South Wales, a leaseholders' association has continued a three-year battle.

Mr John Spencer, the association chairman, said: "There are some firms whose methods are highly questionable, with some charges going up 100 per cent in three or four years".



The Fielden estate, Todmorden, West Yorkshire, where householders are challenging a property company's methods.



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Shortage of trained clerks worsens

By John Spicer, Employment Affairs Correspondent

A shortage of experienced clerical staff in London and the South-east is having serious effects in Bristol, where companies are being forced to pay location allowances of up to £650 a year in an effort to recruit and retain staff.

A report says finance companies are the worst affected. "Bristol has become part of the commuter belt for central London, as well as providing staff for the expansion of towns along the M4 such as Reading and Swindon", it says.

The Income Data Services report says: "With the continued expansion of the financial services sector and the decline in the number of school leavers entering the labour market up to 1995, many of these companies believe the problems are likely to intensify".

Companies in Bristol told the researchers that while senior staff might be less likely to leave, they had problems of retention where turnover rates for junior staff increased pressure on their superiors.

Income Data Services Report, Labour Market Supplement No 4 (IDS, 193 St John Street, London EC1V 4LS; by subscription).

Managers need further training in 1992 run-up

By Kerry Gill

Managers will need to undertake more formal training if they are to compete successfully in Europe after 1992, according to the chairman of the Confederation of Scottish Business Schools (CSBS).

Mr David Ross Stewart said that only about 20 per cent of 2.5 million managers in Britain received any formal training, compared with 85 per cent in the United States and Japan.

He urged individuals and organisations to support the Management Charter Initiative's code of practice for management development.

The CSBS and the Confederation of British Industry will

host a seminar in Stirling, Central, later this month in which business and academic leaders will highlight the importance of such a code.

Mr Bob Reid, chairman of Shell UK, who is to address the meeting, said the future economic well being of Britain would depend increasingly on the professionalism of the workforce and management in particular.

He said: "Management education and development should be accessible and relevant not just to an elite few, but to all 2.5 million people practising management in Britain, as well as those who will succeed them".

Motorway repairs

Cash checks delay dozens of projects

By Rodney Cowton, Transport Correspondent

Thirty-four motorway and trunk road maintenance schemes seem likely to be delayed until the next financial year, according to sources in the road maintenance industry.

That is the result of a virtual moratorium imposed in June by the Department of Transport on placing new maintenance contracts.

More than 60 schemes to be carried out before next April were listed in a programme published in March by the Department of Transport.

Now the department is reviewing the programme because it is in danger of overspending.

The department says that until it has completed its review by the year end, it will not be able to decide what outstanding work can go ahead.

Firms involved on the maintenance programme, however, say there are 34 schemes which they would have expected to be under way by now.

Of those schemes, 18 are on motorways and 16 on trunk roads.

In a separate report, the department said the introduction since 1983 of 38-ton lorries was saving Britain's road hauliers about £140 million a year.

Repairs until next Monday:
London and South-east
M25 Surrey: contraflow jns 11-13 (Chertsey/Staines).
M11 Essex: contraflow jns 8-9 (Stansted/A11).

M2 Kent: contraflow jns 5 (Sittingbourne).
M20 Kent: lane restrictions jns 1-12 (Hythe/Cheriton).
M40 Buckinghamshire: contraflow jns 6-7 (Watlington/Thame); westbound slip closed at jn 7.

Midlands
M5 Hereford/Worcester: contraflow jns 4-4a (Bromsgrove/M42).
M6 W Midlands: lane closures jns 6-7 (Gravelly Hill); southbound entry slip jn 7 closed 7am-10 am.

North
M6 Cheshire: lane restrictions jns 16-17 (Kingsgrove/Sandbach); southbound entry slip at jn 17 closed.
M62 W Yorkshire: contraflow jns 24-25 (Huddersfield/A644).
M62 Greater Manchester: contraflow jns 21-22 (A640/A672).
M63 Greater Manchester: contraflow jns 3-6 (Barton Dock Estate/A6144).
M63 Greater Manchester: contraflow jns 12-13 (A5145/A560); eastbound slip closed at jn 12.

M65 Lancashire: roadworks at end of motorway (Nelson); drivers advised to leave at jn 12.

Wales and West
M4 Great: lane restrictions jns 24-28 (A449/A48).
M5 Somerset: weekday lane closures jns 23-24 (A38/A39); hard shoulder closed jns 25-26; offside lane closed jns 26-27 (A373).

Scotland
M8 Lothian: lane closures jns 3-4 (Livingston/Bathgate); overnight carriageway closures jns 24-26 (Irvine/Hillington).
M90 Fife: single lane northbound jn 1 (A90).

Information supplied by AA Roadwatch

Communist leader rides ethnic demonstrations to influence in Yugoslavia

Serb protesters hail the 'new Tito' as 70,000 call for guns

From Dassa Trevisan, Belgrade

The personality cult of Mr Slobodan Milosevic, the Serbian Communist Party strongman, gained 70,000 members on Saturday as anti-Albanian protesters called for guns and martial law in Kosovo province.

Police said that the rally was the largest in Yugoslavia since the Second World War.

Militants called for the ousting of Mr Milosevic's adversaries and hailed him Yugoslavia's "new Tito".

The demonstration in Smederevo, 24 miles from here, saw Serbs and Montenegrins continue to press for the dismissal of Yugoslav leaders.

Thousands more Serbs and Montenegrins gathered yesterday at Crvenka, in the heart of Vojvodina, for a similar demonstration.

The protesters say that Yugoslavia's federal leaders have robbed Serbia of control over the Kosovo and Vojvodina provinces. They fear the Albanian majority in Kosovo could drive Serbians out and see the province try to join neighbouring Albania.

Portraits of Mr Milosevic in the crowd at Smederevo far outnumbered that of Tito. The crowd chanted: "Now we know who is the second Tito. His proud name is Slobodan".

Yugoslavs have sought a personality leader who can resolve not only the Serbian problems that have surfaced in the eight years since Tito's

death, but also someone to tackle 20 per cent inflation and lagging production.

A local official told the rally that unless bureaucrats relinquished power, "people will sweep them away like the foam on the sea".

The Serbs' protests have defied specific warnings by the Government.

General Alexander Hala, the former US Secretary of State and Nato commander in Europe, yesterday said the West was placing too much hope in glasnost (Michael Evans, Defence Correspondent, writes). He claimed that Mr Gorbachev, the Soviet leader, could be "an endangered species".

However, the call to arms has prompted Albanian leaders to distribute leaflets urging retaliation.

Voices in Serbia airing apprehension over the mass hysteria have so far been subdued. However, Mr Draza Markovic, the retired President of Serbia, sent a letter to Yugoslav communist leaders, in which he expressed profound apprehension over the policy conducted by the present Serbian leadership and in particular by Mr Milosevic.

"Where is all this leading to?" Mr Markovic asked. "Aren't we already at the very brink of an abyss?"

The policy, he said, was bringing the country to the brink of a precipice, as it would only lead "either to a coup d'état or a civil war".

Public demonstrations by the Serbs, however, are already scheduled to take place in several more towns, building to a climax in Belgrade later in the month.

Politicians in other republics have already warned that they will not tolerate such nationalistic demonstrations. But the fire of Serbian nationalism is already threatening to spread beyond the borders of Serbia.

An official communiqué by the leadership of Bosnia warns that all means will be used to prevent rallies.

The federal leadership cannot stop Mr Milosevic at a time when he enjoys strong support from Serbs.

Yugoslavia's rotating system of leadership was devised by Tito a few years before he died with the aim of preventing anyone trying to step into his shoes.

While this proved effective on the federal level, it does not stop leaders of republics nursing such ambition.

The present stalemate and inability of Yugoslavia's leadership to deal with the economic, political and ethnic crises has led Mr Milosevic present himself as a man who can do what the rest of the leadership cannot.



A group of demonstrators holding a picture of Mr Slobodan Milosevic, Serbia's Communist Party leader, during Saturday's 70,000-strong rally by Serbs at Smederevo, near Belgrade.

Flood victims in Bangladesh face starvation

From Ahmed Fazl, Dhaka

The spectre of starvation haunts hundreds of thousands of families in marooned Bangladeshi villages as the country's worst floods show little sign of easing, volunteer relief workers and aid agencies said yesterday.

The death toll in the flooding which affected further areas at the weekend rose to at least 600 as the Government said that 50 of the 64 districts in the country were under water.

Officials feared that the toll would be higher because government relief agencies and Western voluntary organizations had not reached 75 per cent of the affected areas yesterday.

"There are scores of villages in central Bangladesh where no relief worker has gone and we have no idea how those people are faring," an aid official said.

Western charities working in the flooded villages said that starvation faced hundreds of thousands of landless farmers unless an emergency programme of food distribution was launched and a rehabilitation programme undertaken on a war footing.

"The only thing which is keeping many alive is high morale," Oxfam officials said. They added that Bangladesh would need massive international food aid and means of quickly transporting it to prevent hundreds of deaths from starvation, malnutrition and disease.

The Government has made an international appeal for three million tons of food grain, estimating that the crop

losses would be more than two million tonnes. "The main aman (autumn) harvest has been badly damaged and there is practically no time for replanting any fast-growing rice varieties even if the water recedes within a week," Mr Abu Sayeed, the Agriculture Secretary, said at a news conference yesterday, adding that 10 million farmers had been affected.

Mr Sayeed said seed stocks were exhausted and damage to the irrigation structures had been extensive. "We were expecting a good harvest of eight million tons of rice when all the water came rushing in from across the border breaching dams and washing away bridges," he said.

The Government is not speaking of an immediate famine but senior officials in the Food Ministry expressed fears that, unless the rapidly declining stocks of 1.2 million tonnes of food grain in storage were replenished by emergency supplies from abroad, mass hunger would not be averted. They said the danger of starvation would still be there even with food available because the vast multitudes of landless people who make up 70 per cent of the rural population would have no money to pay for it.

Hundreds of volunteers from Oxfam yesterday were considering how to distribute water purification tablets to avert an epidemic of intestinal diseases. Mr Mahamud Salim, Rahman, the local Oxfam chief, said that five million purifying tablets had been requested from Britain.

Armenian discontent focuses on defence of native tongue and ecology

From Christopher Walker, Yerevan

The unprecedented wave of nationalist unrest which has been sweeping Soviet Armenia for the past six months is being fanned by growing popular discontent over ecological issues and the dominance of the Russian language in official Armenian life.

Although the future of the disputed Nagorno-Karabakh region of Nagorno-Karabakh remains central to the protest movement, many two-week visits — the first by a Western reporter since the crisis erupted last February — demonstrated that linguistic and environmental concerns are now playing an increasing role.

In an interview with *The Times*, Mr Levon Ter Bedrossian, leader of the "Karabakh Committee"

predicted that the new protest movement would remain in being even if it secured its demand of the return of the disputed land to Armenian control.

"If we achieve our goal, the movement which has grown up here will remain in being to express the will of the people," he said during the clandestine meeting in a Yerevan suburb, arranged in a way to minimize the chances of KGB surveillance. "There are many other topics concerning all Armenians, including our language, ecology and the whole question of national sovereignty."

Earlier, a mass demonstration of more than 200,000 people was held by a distinguished Armenian professor that the language problem would have to be solved even before that of Nagorno-Karabakh,

where 80 per cent of the population is Armenian. "A civilised nation is a nation which speaks its native language," he said, provoking fresh cries from the first-wave crowd of "Close the Russian schools."

Reflecting the anti-Russian feeling escalating in a number of the 15 Soviet republics, the professor asserted that second-hand furniture was passed on to Armenian schools when it had been worn out in Russian ones and that in the Armenian Education Ministry only one senior official had an Armenian as opposed to a Russian educational background.

The fury of the crowd was directed primarily at a senior Soviet official, Mr Mikhail Minobekian, who had recently declared that Armenian was the

language of the workers rather than intellectuals. He had also committed what one angry member of the crowd described as "the cardinal sin" of delivering an important political speech in Russian rather than Armenian.

Speakers at the protest rally alleged that senior members of the Communist Party were deliberately sending their children to Russian rather than Armenian schools in the republic, 90 per cent of whose 3.2 million people are ethnic Armenians.

A teacher of English attending the demonstration (who asked that his name not be revealed) told *The Times*: "The whole question of the position of our language is beginning to feature more and more prominently at these meetings. The experience of mass

protests like this has given us the courage to speak out on subjects we used to dare discuss only in private."

Equally galling to the mass of ordinary Armenians has been the failure of the Kremlin to take action to reduce the industrial pollution which has already destroyed tens of thousands of trees in Armenia and is now threatening the health of its inhabitants.

Ironically, it was a little publicized protest march on February 18 of this year demanding the closure of a synthetic rubber factory belching lethal toxic substances over Yerevan that rapidly gave birth to the now massive campaign for the return of Nagorno-Karabakh.

The rubber factory is said by the authorities to be the only one of its

kind in the Soviet Union, so its closure has been rejected by Moscow, which is now having to contend with similar, if less numerous, ecological protests in many parts of the Soviet Union.

During the visit of our tour group to Echmiadzin, the religious capital of Armenia, we were approached by a research chemist from the republic's Academy of Sciences, who, on seeing our cameras asked if we would take pictures of Armenia's dying trees to show the outside world in order to increase pressure on Moscow for changes.

The chemist, Mr Hagop Sanasarian, who had made a detailed study of the severe pollution problem, claimed that up to 30 per cent of births in Yerevan were now being aborted because of fears

of possible deformity, or other problems directly attributable to the air pollution.

"We have figures to show considerable increases in cases of infertility and in various forms of cancer. We have sent all the statistics from our Academy to Gorbachev and the Central Committee but they refuse to take any action."

Another target for the demonstrators is the Armenian Nuclear Power Station, whose four large towers dominate the skyline of the Ararat valley at Hovktemberian, a region only 19 miles by road from Yerevan.

At both mass protests which I attended in Yerevan the vast crowds were displaying posters calling for the immediate closure of the nuclear plant.

WORLD ROUNDUP

Italy and France cut Gulf patrols

Italy and France yesterday began scaling down their naval forces in or close to the Gulf, after a month without attacks on shipping by either Iran or Iraq (Andrew McEwen writes).

But Britain showed no intention of following suit. In spite of damage to HMS Southampton, a Type 42 destroyer, in a collision in the Gulf of Oman with a merchant ship on Saturday, temporarily reducing its strength from three warships to two, Whitehall sources said there was no question of cutting the Armilla Patrol.

Presidential poll tie

Washington — Vice-President George Bush and Governor Michael Dukakis approached today's Labour Day holiday that traditionally marks the start of presidential election campaigning by being in a virtual dead heat in the latest opinion polls (Mohsin Ali writes).

The Chicago Tribune's poll of 1,509 residents of the five largest states showed that Mr Bush was favoured by 46 per cent of those polled and Mr Dukakis by 45 per cent. The newspaper said that because Mr Bush had made up ground in the past few weeks, he appeared to have the edge, but future polls could show significant swings. The poll showed Mr Bush ahead in Florida and Texas, but the Massachusetts Governor led in New York, Illinois and California.

Protest by settlers

Jerusalem — Angry West Bank settlers demonstrated outside the Prime Minister's office here yesterday, demanding that they be given a freer hand to open fire on Palestinian stone throwers (David Bernstein writes).

US spy satellite fiasco

Washington — A new secret American military spy satellite, deployed by the powerful Titan 34D rocket, was reported to have gone into a wrong and virtually useless orbit (Mohsin Ali writes). Sources close to the project said that the satellite had failed to achieve a stationary orbit 22,300 miles up when the upper stage of the rocket failed to re-ignite.



The English women are in their twenties. They played with the dog at Hua Hin resort in the Bight of Bangkok two weeks ago before leaving to continue their tour.

Son-in-law seen to symbolize the sins of Brezhnev

From A Correspondent, Moscow

The first political trial of the Gorbachev era opens here today, with the son-in-law of Leonid Brezhnev, the former President, in the dock, symbolizing the crimes of the "stagnation period" for which Brezhnev is now reviled.

General Yuri Churbanov, who rose to become First Deputy Interior Minister after becoming the third husband of Brezhnev's daughter Galina, is accused with eight leading police officials from Uzbekistan of accepting and giving millions of rubles in bribes.

But beyond the cotton scandal in which they were allegedly involved, the case will put the spotlight on the corruption and power abuse that was allowed to flourish under Brezhnev from 1964 to 1982.

General Khaidar Yakhyayev, the former Uzbekistan Interior Minister, is standing trial with his two deputies and five regional police chiefs from the republic.

Mr Andrei Makarov, Gen-



An undated picture of the Brezhnev family showing General Yuri Churbanov standing, left, number of cases where the death penalty would apply.

Pravda last week performed a deft character assassination on General Churbanov, portraying him as a vain and untalented man who became the willing tool of the Uzbek

mafia, which was pocketing the profits after padding cotton harvest figures. Its members bribed officials and police for protection.

"Yes, a mediocre man of mediocre talent, distinguished only by his outstanding opportunities and scope," Pravda said, adding that he was "too mediocre" to be a real leader. It explained that he used the power at his disposal to become a "powerful, influential tool in the hands of more wily people". But even

Pravda pointed out that General Churbanov was only the tip of the iceberg of corruption and vice that was given free rein under Brezhnev. The Soviet press has recently been full of reservations about the Brezhnev mafia.

Mr Telman Gdian, the chief investigator of the affair, has recently said that the ramifications of the Uzbek affair sweep right to Moscow and include other regions.

Brezhnev's daughter could be among the 501 witnesses to be called at the trial which, according to General Churbanov's lawyer, could last several months.

But only the beginning and the end of the trial, a military tribunal sitting at the Supreme Court, will be open to the public, contrary to a previous announcement.

The Brezhnev family has already begun to pay for the excesses enjoyed while Brezhnev was in power: privileges as relations of a President, have been removed.

Leading article, page 11

Latvians step up nationalist challenge to Kremlin

Latvia, like Estonia and Lithuania, was forcibly incorporated into the Soviet Union under the terms of the Nazi-Soviet Pact of 1939. Soviet troops marched into the country shortly afterwards, thus ending Latvia's independence. Civil unrest and nationalist sentiment are widespread. Below are listed some of the more important opposition events this spring and summer.

April 19, Riga — More than 4,000 people attended the funeral of Latvian human rights activist, Gunars Astra, who spent nine and a half years in prison. He was released on February 1 this year and died on April 6 in Leningrad. The memorial service was conducted by Lutheran pastors, and the old Latvian national anthem, "Lord Bless Latvia", was sung twice. Scores of wreaths were laid on his grave.

May 25, Riga — A special peace camp was opened by hippies and pacifists in the hills of Gauja. Representatives from pacifist groups in Moscow, Uzbekistan, Leningrad and Minsk joined the camp.

June 17, Riga — Teachers from the electronics department of Riga Polytechnic passed a resolution of "no confidence" in the Central Committee of the Communist Party of Latvia and the leadership of the Latvian Republic, and demanded changes in their composition.

June 20, Riga — Some 400 people demonstrated against the June 18 resolution of the Central Committee of the Latvian Communist Party, which refused to discuss the nationalist question. Placards displayed outside the committee building read: "China — how much are you paid for lying?" ("China is the party newspaper"). "We will not allow a dispute between the Latvian and Russian peoples" and "We are for Gorbachev".

The militia cordoned off the building, and when reinforcements arrived in three trucks the demonstrators resorted to sitting down. Later there were talks between the demonstrators and representatives of the Central Committee at which the head of the international relations department, Mr Goldmanis, and other party officials expressed sympathy for the demonstrators' demands.

June 21, Riga — A new political organization, called the Movement for the Independence of Latvia, was

formed. The executive committee consists of 40 people, including Mr Eduards Berkavs, a former Deputy Economic Minister of the Latvian Republic dismissed from his job in 1959 because of his attempts to carry out reforms.

July 10, Riga — Forty delegates from non-Russian national democratic movements met. Each reported on recent developments in their republic. The final communiqué called for political pluralism and full democracy as well as the elimination of psychiatric hospitals and the Gulag.

July 15, Riga — Mr Janis Muceniks, an opposition activist, escaped from a psychiatric hospital where he was forcibly interned on July 6 for his taking part in a protest.

July 16, Riga — At least 20,000 people attended a meeting to discuss the situation in Latvia. The meeting had been allowed by the authorities on condition that it was held in the Zoological Gardens and not in the centre of the city.

July 21, Riga — The Latvian national flag was raised at a meeting attended by 10,000 people on Tselkovsk Naberezhnaya to mark the 48th anniversary of the Soviet occupation of Latvia.

July 22, Riga — Miss Maris Pucitis, a student, was sentenced to 15 days' imprisonment for collecting signatures in defence of Mr Modris Lujans, the Latvian activist and member of Defence of the Environment group who was arrested and charged with "malicious hooliganism" on July 12.

July 25, Riga — Mr Turins, who took part in the July 21

Lujans even though the picketing had been banned. KGB officials filmed the event.

August 10, Riga — Twenty participants of a peace camp at Liepste station were arrested and taken to the militia station at Parkoviko village by militiamen with dogs. They were searched and released an hour and a half later.

August 11, Riga — At the initiative of the Movement for the Independence of Latvia, some 2,000 people took part in an officially sanctioned demonstration. It was dedicated to the anniversary of the 1920 Soviet-Latvian agreement, guaranteeing the independence of Latvia. Placards at the demonstration read: "No to occupation".

Down with the Stalinist occupation regime of 1940" and "The independence of Latvia is Lenin's national policy".

The demonstration began with the laying of a wreath at the Lenin monument and ended at the Monument to Freedom where the 1920 agreement was read out.

August 13-15, Riga — The Kirov department of the Ministry of Internal Affairs detained the leader of the Riga group of Helsinki 86, Mr

Ziemelis, and accused him of illegal actions during a demonstration on August 11. On August 15, the Kirov district court sentenced him to 15 days' imprisonment.

August 20, Riga — There were meetings and wreaths were laid at the Monument to Freedom to commemorate the 49th anniversary of the Nazi-Soviet Pact.

August 22, Riga — Mrs Lida Actija, an activist of the Helsinki 86 group, was detained while picketing outside the building of the Latvian Procurator in defence of Mr Lujans. When taken to the Department of Internal Affairs bureau, she refused to sign a declaration charging her with unlawful demonstration.

August 23, Riga — It was announced on the Latvian television programme *Good Evening* that a meeting organized by Soviet social clubs to mark the anniversary of the 1939 Nazi-Soviet Pact had been given official permission by the Kirov district executive committee. Though representatives from the Ministry of Internal Affairs insisted that the meeting be kept to one hour, speakers from the Movement for the Independence of Latvia, Helsinki 86, Defence of the Environment and the Socially Active People group addressed the crowd.

South military

Tutu defies

Public indignant as Argentina hearing near

Britons ident

Station blast

Cashing in

Tamil ambush

South Africans turn the military screw on Angola

From Jan Raath, Luanda, and Michael Herusby, Johannesburg

South African army, air force and naval units have been carrying out manoeuvres along the Namibia-Angola border for the past month and Angola is worried by this military display, the Angolan Minister of Defence, General Pedro Maria "Pedale" Tonha, said in Luanda yesterday.

But he said that "we believe there is an environment of trust" and it was possible for talks between Angolans, Cubans and South Africans, starting in Brazzaville, the Congolese capital, tomorrow, to achieve positive results.

The general was briefing a group of foreign journalists in the Defence Ministry.

The talks start amid ominous signs that the fighting on the ground may be far from over despite the recent ceasefire agreement.

At his bush headquarters in south-eastern Angola, Dr Jonas Savimbi, leader of Unita, the Angolan rebel movement, claimed at the weekend that Cuban troops in Angola were being heavily reinforced in preparation for a new Angolan offensive against his guerrilla bases.

At a press conference in a thatched-roof bunker at his Jamba base camp, Dr Savimbi also made a scathing attack on Mr Chester Crocker, the United States Assistant Secretary of State for African Affairs, who is acting as mediator in the peace talks.

Mr Crocker, Dr Savimbi claimed, was fully aware of Luanda's intention to take advantage of South Africa's withdrawal from southern Angola to launch an attack against Unita.

"Is he trying to dig graves for his friends?" he asked. "We don't understand what the aims of the negotiations are: to find peace or to increase the possibility of a continued war."

General Tonha also disclosed that Angolan, Cuban and South African officers today would begin establishing a series of 11 monitoring posts along the Angola-Namibia border, across which South Africa's estimated 2,500 troops were to have withdrawn by last Friday.

The officers are to report daily to two joint military monitoring committees on either side of the frontier.

The general affirmed that the region — up to late July the scene of some of the fiercest warfare in Africa — was now calm. But he was unable to confirm whether the South African departure was, in fact, fully accomplished.

The monitoring posts are being established to watch over the implementation of the United Nations Resolution 435 on Namibian independence, which involves a South African pullout from the country and the adherence to the calendar of withdrawal of the estimated 50,000-strong Cuban forces in Angola.

General Tonha said it was "possible" that one monitoring post would be established near the Unita headquarters at Jamba. He added that no operations were currently being carried out against Jamba, which previously held heavy concentrations of South African troops.

In order to get the monitoring officers into Jamba, they will have to win the agreement of Unita. Angola publicly maintains an unremitting refusal to have any contact with Unita.

Burmese leaders 'realistic' on reform

From Neil Kelly, Bangkok



Senior Buddhist monks meeting in Rangoon last week to determine strategies against the Government. Religious leaders have been prominent during mass rallies for democracy.

The future of Burma, whose Socialist Government has lost control after a month of massive rallies for democracy, is likely to be decided in the next week, according to Mr Stephen Solarz, the American Congressman who met government and opposition leaders in Rangoon yesterday.

After arriving in Bangkok on Saturday night, Mr Solarz, chairman of the House of Representatives Asian subcommittee, said there would either be a peaceful shift to multi-party democracy or Burma would have a blood-bath and possibly civil war.

The decision, he said, was largely in the hands of the leaders of the Government.

Mr Solarz, who had discussions with President Maung Maung and U Tin Tin, the Prime Minister, said he had been encouraged to find that they had a realistic appreciation of the gravity of the situation.

They understood that their Government had lost the confidence of the people, that its credibility was now negligible, and that the civilian apparatus of government no longer existed in any meaningful form.

President Maung Maung told Mr Solarz that the Government would proceed with the emergency meeting of the Socialist Programme Party, due on September 12, to consider a proposal for a referendum on a return to multi-party democracy.

Mr Solarz said the people of Burma had by their actions already voted decisively for democracy. The people viewed the Government's plans for the referendum as a delaying device.

Tutu defies law to urge polls boycott

From Our Own Correspondent, Johannesburg

Archbishop Desmond Tutu yesterday defied South African state of emergency regulations by calling on blacks and whites in his Cape Town diocese to boycott nationwide elections for segregated municipal councils due on October 26.

Under the emergency regulations, it is an offence carrying a fine of 20,000 rands (about £5,000) or 10 years in prison — to incite people to boycott the elections.

The Government regards the polls vital to its constitutional reform.

In a sermon at the installation of a new Coloured Dean of St George's Cathedral, Archbishop Tutu said: "I call on the Anglicans in this diocese — I call on white Anglicans to join the black Anglicans — not to vote. I am aware of the penalties involved by making this call."

The Archbishop's appeal came only a day after Mr Adriaan Vlok, the Minister of Law and Order, had declared that the time had come "to clip the wings of people who hid behind the mask of liberation theology".

Similar warnings were made in July after Archbishop Tutu and other leading clergymen issued a joint call for a boycott of the polls, but so far no action has been taken against them. Mr Vlok's latest statement suggests that government action may be imminent.

● Mandela visitors: Nelson Mandela was on Saturday his third visit in three days while convalescing from tuberculosis under guard in a clinic in Cape Town.

men issued a joint call for a boycott of the polls, but so far no action has been taken against them. Mr Vlok's latest statement suggests that government action may be imminent.

Public indifference as Argentine war hearing nears end

From Michael Llanos, Buenos Aires

Defence lawyers in the Falklands hearings are preparing their final pleas this week, after the state prosecution on Friday demanded stiff sentences against the three former military commanders-in-chief who waged the 1982 war with Britain.

The prosecutor, Señor Luis Moreno Ocampo, requested 20 years in prison for the former President, General Leopoldo Galtieri, 18 years for Admiral Jorge Anaya, and 15 years for Air Brigadier General Basilio Lami Dozo. Three to five-year sentences were sought for three officers further down the chain of command.

In his closing arguments, Señor Moreno Ocampo upheld the right of civilian judges to review military cases and emphasized that the hearings offered Argentines the chance to review their past. This is Argentina's first trial of war infractions by a civilian court in public.

But, judging from the lack of public interest in the hearings, it would seem that Argentines would rather bury the 10-week period in which the entire nation backed what in retrospect was an unwinnable war.

The military family, on the other hand, is closely following the hearings which last week combined with other events to produce the most difficult period for government-military relations since an attempted mutiny last January.

The civilian Federal Appeals Court is reviewing the verdict passed in May 1986 by a military tribunal, which found the former commanders guilty of negligence in occupying the islands and then failing to plan for a British attack. The tribunal acquitted 13 other officers.

The prosecution argued on Friday that the tribunal misinterpreted the military code of justice, imposing lighter sentences than called for by law. The six defendants were present during the four-hour session in which General

Galtieri avoided contact with his two former junta members. The defence teams are to begin their pleas on September 12, and a verdict is expected by mid-October.

The military tribunal sentenced General Galtieri to 12 years, Admiral Anaya to 14 years and Brigadier General Lami Dozo to eight years, and stripped them of their ranks.

Señor Moreno Ocampo cited testimonies revealing the lack of co-ordination between the armed forces and argued that by law the penalty for negligence is based on the damage to the security and interests of the nation.

The prosecution demanded five years for Vice-Admiral Juan Lombardo, four years for Army General Mario Menéndez and three years for Army General Omar Parada, lowest of the six defendants in the chain of command.

The cases against the three lower-ranking officers provided the colour in the hearings, with some 70 Falklands veterans testifying during the last three weeks of August. Many servicemen toned down criticisms made immediately after the war, but a few reiterated their complaints.

General Parada, accused of not having joined his Third Infantry Brigade on the front line, received much of that criticism. General Juan Mabragna recalled how servicemen at Port Howard had to order their own missions because of General Parada's failure to maintain personal contact with his troops.

Vice-Admiral Lombardo, who commanded the South Atlantic Theatre of Operations, was charged with failing to draft a plan of defence.

General Menéndez, the islands' Governor during the Argentine occupation, was charged with not informing his superiors of the "real situation" in the Falklands and not advising General Galtieri against sending the entire Third Brigade to the islands — an order which put a strain on limited rations and supplies.

QUESTION

IF YOU NEED A TOUGH, RELIABLE VEHICLE TO START AN OFF-ROAD DRIVING SCHOOL, WHICH ONE WOULD YOU CHOOSE?

Andy Rigsby left the Royal Marines and set up a driving school. Apart from teaching learner drivers around the streets of Swindon he offers tuition in off-road driving for qualified drivers. His choice of vehicle for this school was the Suzuki SJ410.

"Many people who buy these multi-purpose vehicles never get to use them off road, which is a shame. The Suzuki is amazing for the power that the 1 litre engine puts out, and it's incredibly manoeuvrable. I spend a lot of time instructing on the really hilly, rough tough terrain around here. The short wheel base means that it won't 'bottom-out' either so it's ideal for teaching."

Over the past ten years, 25,000 Suzuki 4x4's have covered over half a billion miles in Britain.

For more details on Suzuki's phone 01-636 0100, or better still call your nearest Suzuki dealer for a test drive — on the road or off it.

ANSWER



SUZUKI

Suzuki GB Cars HERTON A Herton International Company

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Britons identified

Athens — Two British holidaymakers reported missing after a train crash in Greece on Friday have been identified among the six passengers who died (Mario Modiano writes).

They are Julie Ann Cropper, aged 19, from Manchester, who had previously been mistakenly identified as a Peruvian woman, and Anthony Laite, aged 21, from Liverpool. Nine Britons were on the train.

Station blast

Karachi — At least 13 people were injured in a bomb blast which caused widespread damage at the main rail station here.

Cashing in

Kampala (Reuters) — The state-owned Uganda Commercial Bank hopes to launch a mortgage scheme to let Ugandans buy property abandoned by thousands of Asians expelled by dictator Idi Amin in 1972.

Tamil ambush

Colombo (Reuters) — Eight Sri Lankan soldiers and a policeman have been killed in an ambush by Tamil guerrillas in Vavuniya district.

Bill postponed

Delhi (Reuters) — Mr Rajiv Gandhi, the Indian Prime Minister, has postponed debate in the Upper House of Parliament on a defamation Bill condemned by the press and Opposition as an attempt to kill investigative reporting.

Killer crocs

Lagos (AP) — Flooding of the Benue river swept crocodiles into villages in Plateau state where they killed three people.

Snore cure

Peking (Reuters) — Chinese scientists have claimed a cure for snoring — nasal drops made from natural ingredients, the China Daily said.

Lee says he will not retire after Singapore poll win

From Chris Pomeroy, Singapore

Mr Lee Kuan Yew, the Prime Minister of Singapore, has signalled that he is not yet ready to leave the political stage — despite winning a landslide general election victory at the weekend — by campaigning for a vote of confidence in the next generation of political leaders.

"I have no intention of going into permanent retirement," he said after his People's Action Party (PAP) won its eighth successive election since 1959, taking all but one of the 81 parliamentary seats.

The snap election, which had threatened to become a vote of no confidence in Mr Lee's increasingly authoritarian style of government, has reinforced his party's position and left the way open for Mr Lee, who is 65 later this month, to choose his own future after nearly 30 years as the world's longest-serving democratically-elected leader.

The opposition failed to make a recent PAP proposal to change Singapore's presidency from a ceremonial post to a powerful executive job a key issue in the campaign.

Mr Lee, who remained dogmatically coy about his

intentions throughout the campaign, denies that he is preparing a new role for himself after he eventually hands the day-to-day running of the Government to a younger cabinet of "second generation" leaders.

However, senior PAP sources confirmed that Mr Lee — who last month said he would come back from the dead if he thought the state he guided through independence was in trouble — had considered re-arranging the Constitution since 1981 and would probably move into the proposed powerful post by May, 1990, when the current President, Mr Wee Kim Wee, retires.

The proposed constitutional changes would allow the new president to veto judicial and civil service appointments, and direct the use of state currency reserves — wide-ranging custodial powers that Mr Lee would have little trouble expanding into supervisory control.

Saturday's election marked a setback for Singapore's small opposition parties, who hoped for a backlash against Mr Lee's suppression of small-scale political dissent, the

detention without trial of articulate critics, circulation restrictions on regional news media, and vindictive personal attacks on a former president of the republic and close colleague, Mr Devan Nair, Singapore's sole opposition MP, Mr Chin See Tong, head of the Singapore Democratic Party, is to continue to fight for a referendum on the presidency issue.

A few days ago, it looked as though Singapore's 1.45 million voters might shrug off the city's reputation as the most boring metropolis in the world. Mr Francis Seow, a former Solicitor-General detained for 72 days this summer under the Internal Security Act for allegedly seeking US aid to organize an effective opposition to Mr Lee, attracted more than 20,000 to an eve-of-poll opposition rally.

One local resident said that the Workers' Party rally, in Singapore's largest constituency, remained hazy of PAP rallies in the 1970s when the PAP held every parliamentary seat for 16 years. Mr Seow narrowly missed election. However, as the compulsory

votes were counted it became clear that any desire for an effective opposition was not going to be translated into seats, with PAP support increasing marginally to 63 per cent.

The opposition blamed aggressive smear tactics against its candidates and the amalgamation of half of Singapore's parliamentary seats into special group representation constituencies (GRCs) each returning three MPs, ostensibly designed to boost the numbers of minority Malay and Indian MPs in the majority Chinese state.

"The creation of GRCs was simply designed to stop the erosion of PAP votes," said Mr J. B. Jayaratnam, a former MP and secretary general of the Workers' Party, disbarred from Parliament after a conviction for falsifying party accounts. He said that there was no electoral commission, and that resignations were left to a committee appointed by the Prime Minister.

Mr Lee deftly consolidated his own position, claiming that the election win was a vote of confidence in his "second generation" protégés.

Seoul Olympics firebombs protest



Firebombs hurled by demonstrators exploding among riot police during an hour-long clash at Seoul university at the weekend when students demanded that the Seoul Olympic Games later this month should be shared with North Korea.

Fears of rush to join Community

Single EEC market jeopardizes Efta

From Michael Dynes, Brussels

A modern version of medieval folklore's Grim Reaper is hanging over the European Free Trade Association as the EEC, its increasingly powerful regional neighbour — directives flying in all directions — thunders towards its self-appointed destiny with 1992.

Indeed, on January 1, 1993, when the European Community finally inaugurates its much vaunted internal market for capital, goods, services and labour, Efta, composed of the six small but technically advanced countries, Austria, Norway, Sweden, Switzerland, Finland and Iceland, may no longer have a future.

A growing number of Efta politicians, business executives and trade unionists fear

that, unless they can negotiate preferential access to the European internal market before the deadline, their organization will disintegrate as its members join in the headlong "rush to Brussels".

But Mr Willy de Clercq, the European Commissioner for External Relations, has already made it clear that there will be a strict limit imposed on the benefits Efta can cream off from the Community's integration.

He has been insisting that "full participation in the internal market is only possible for member states".

Despite a solemn pledge given earlier this year by Efta members not to break ranks before 1992, his warnings have already prompted Austria and Norway to launch national debates on the

possibility of accession.

The Swiss and Swedish business communities have since issued increasingly aggressive demands for their governments to follow suit.

Efta, formed in 1960 after the ratification of the Stockholm Convention, began life as a knee-jerk reaction to the creation of the EEC three years earlier.

But despite initial rivalry, both rapidly became each other's most important trading partner.

Last year, bilateral trade between the two organizations exceeded £170 billion, more than the total value of the Community's exports to Japan and the US combined — largely as a result of the 1972-73 free trade agreements which abolished all tariff and quota restrictions between the

two trading blocs.

But the publication of the Internal Market White Paper in 1985 presented Efta members with a tortuous dilemma. In order to maintain access to the Community's domestic market, they could either mirror the Commission's harmonization legislation or apply for membership to the Community.

Both options have severe drawbacks. Duplicating the Community's legislative programme entails a loss of sovereignty to Brussels far greater than anything experienced by member states — which at least have a voice in decision-making.

Alternatively, accession negotiations take years, even if the Community's already over-burdened decision-making structures could cope with

another six members — which seems unlikely.

To complicate matters even further, the southern member states, notably Spain, Portugal and Greece, fear that they would be unable to compete with the economically more advanced Efta states, resent the privileges already granted to them, and accuse its members of seeking to benefit from the Community without having to shoulder any of the costs.

Efta's dilemma is becoming more acute by the day. It is becoming increasingly apparent that as far as the internal market is concerned, you are either in or you are out — there is no halfway house.

The first defection to the Community will almost certainly sound Efta's death knell.

Kurd leader compares Iraqi onslaught with Vietnam

Under. Turkey (Reuter) —

Fleeing Kurdish fighters say that Iraq is using artillery and poison gas in a big offensive to crush the Kurdish rebellion.

One rebel leader who sought refuge in Turkey said that the situation was worse than Vietnam.

The picture emerging from a mass exodus of rebels and refugees was that the Kurds had taken a beating they might never recover from. "If I tell you what has happened, you won't believe it. It is worse than Vietnam," said Mr Akram May, a Peshmerga guerrilla leader from the Zakho area of north-west Iraq. "Because we are a poor people no one will help us."

He and other fighters joined tens of thousands of civilians who escaped from Iraq since President Saddam Hussein, no longer fighting Iran since a ceasefire was agreed in the

Gulf War, turned his troops on the Kurdish rebels.

"We had only goggles to protect us from chemical gas. We had to hand these over to the Turks with our weapons when we crossed the border," Mr May said at a makeshift refugee camp barely a mile from the frontier.

The anti-government Peshmergas said that they would be shot if Turkey sent them back to Iraq.

Heavily-armed Turkish paramilitary gendarmerie commanded by Mr May and scores of other Peshmergas at the camp near the remote town of Zakho. Several hundred women and children were also in the camp.

Mr May said: "We only brought the lightly injured with us. We had to leave behind the badly wounded." The guerrillas told of Iraq systematically attacking their

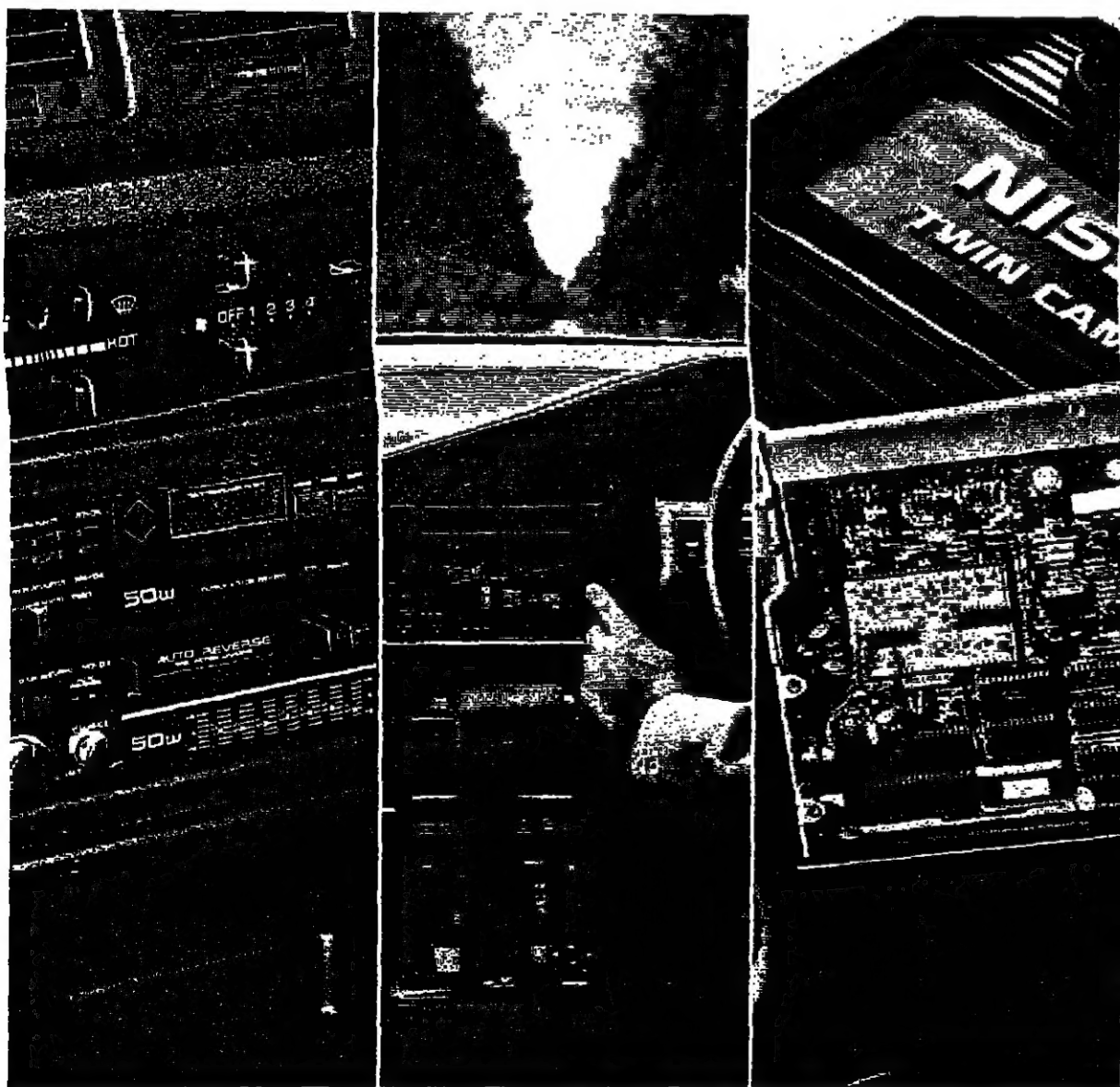
villages with chemical weapons and artillery barrages.

"In Puka village (Zakho province), we had a group of Peshmergas. The Iraqis attacked with gas. Only one person was left alive out of 20 Peshmergas and 60 villagers," Mr May said. "The gas kills immediately. It leaves no burns."

Iraq has officially denied using chemicals against the Kurds. Last month a UN report condemned Iraq for resorting to chemical warfare before the ceasefire with Iran took effect on August 20.

Turkish sources said a chemical bomb was dropped in the border area near Zakho four days ago, increasing tension along the 220-mile boundary. Turkish and Iraqi troops on the border came close to a clash on Saturday, the *Washington Post* newspaper said.

Automobiles should be more than safe, comfortable machines. They should also be able to communicate with the world around them.



Hitachi's wide-ranging automotive technologies include car audio, the Satellite Drive Information System featured on Nissan's CUE-X concept car and a microcomputer engine control system.

Recent advances in car electronics technology have been remarkable. They've not only improved basic functions such as engine control, they're now being seen in man-machine interfaces providing more comfort and operating ease, and even in communications with the surrounding world. Down the road there are things even more exciting.

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Hitachi, Ltd. Tokyo, Japan



THE REAL CHARLES

Part 1

As he nears his fifth decade is the Prince of Wales at ease with his destiny? In the first of a three part series Alan Hamilton assesses those who have shaped the future king's character.

king's character

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SPECTRUM

The making of a future king



THE REAL CHARLES

Part 1

As he nears his fifth decade is the Prince of Wales at ease with his destiny? In the first of a three part series Alan Hamilton assesses those who have shaped the future king's character



The Prince of Wales with his great-uncle, Earl Mountbatten, after a polo match at Windsor. Charles greatly admired Mountbatten and desired to emulate him but the older man was not blind to the prince's faults

To meet the Prince of Wales is to be charmed, flattered, and not a little surprised. He is of average height, but the frame is unexpectedly small and is unobscured by a single obvious pound of spare flesh. He is not a muscular man, but he looks alarmingly fit. His gaze is direct, and his whole attention is engaged. He is interested, and manages to show it. He exudes the benign quizzical, family puzzled air of a bishop in a betting shop. Yet his manner is easy, chatty and friendly enough without being over-familiar for even the most deprived, cynical and street-wise youth from a black ghetto to come away feeling that the most privileged young man in the land is on his side.

The Prince of Wales has said of his upbringing: "I've learnt that a monkey learns - by watching its parents." But lining the pavements of his first 40 years have been many advisers beyond immediate family, and the most eminent of them have had a profound influence on a mind more than usually open to the forces of persuasion and new ideas.

Charles is a good man, and a patently honest one, whose mental luggage has sometimes seemed weighed down with a feeling of guilt about who he is, the inheritor of the premier office on Earth still attained by birthright and not by election, subterfuge, ability or force. From the beginning he has been trained and moulded towards acceptance of a fate which no sensitive, intelligent and socially conscious man would ever choose of his own free will.

The Queen has always maintained that from the earliest age, all her four children had distinguishably different personalities. Charles was sweet-natured and thoughtful, both in his consideration for others and in his observation of the world about him. There was always a hint of restraint, even withdrawal, unlike his

outgoing sister, who always did the waving when they were in a car together. The fact that his young life was short on the company of other children, and dominated by adults, has always given him a gravity beyond his years. The adults were predominantly women - his nannies, governesses, mother and grandmother, even his great-grandmother Queen Mary for a brief spell - which gave him a perception and sensitivity that he would not have so readily acquired in rough, bluff, male company.

His father has been a major influence on his life, although not always a happy one. The two are of entirely different temperaments. But from his father Charles inherits a strong streak of physical courage and a desire, now slightly abated, to push himself to extremes. In his desire to mould a son of a different mental outlook into his own image, Philip sometimes did little more than undermine Charles's emerging self-confidence, and made him that much more determined to be his own man. The gulf between them has been much exaggerated, but there is still a distance; Philip does not often drop in for tea.

The combined influence of Philip and his great-uncle,

Earl Mountbatten, lies heavily on Charles's education. After an initial, happy, sojourn at Hill House, a preparatory school in London, Charles was sent to Cheam, Philip's old school, on the Hampshire-Berkshire border. The other 99 boys were stand-offish and treated him as a curiosity. Charles soon learnt an important lesson: those seemingly most anxious to make his friendship wanted it for what he was rather than who he was.

Charles was a luckless academic performer and failed miserably at team games. He was to find satisfaction, and success, in an entirely different area: acting in school plays, as a conscious way of overcoming his shyness.

Cheam was a middle-of-the-road, conventional establishment. The same could not be said of the next school to be imposed on the unhappy youth. Gordonstoun sits exposed to biting northerly gales on the north-east coast of Scotland, the creation of Kurt Hahn, a German Jew who fled Hitler's Germany. He had briefly taught Prince Philip there and Philip followed him to Britain. Gordonstoun suited the extrovert, blunt, unacademic and self-reliant Philip perfectly. The introverted, artistic temperament of

Charles had so far been something of a disappointment to him. Gordonstoun, he thought, was the very place to make a man of Charles.

By the time Charles arrived in May 1962, the founder had retired, but his ethos of development through individual effort rather than team sports, based on lifelong admiration of the moral philosophy of Plato and designed to breed a ruling caste for the rudderless society of Weimar Germany, survived nearly intact. The Prince was plunged in at the deep end of cold showers and early morning runs.

Charles found the process of absorbing Gordonstoun's ethos unpleasant, and at the time unrewarding. And yet in his life since, his social awareness and his concern for the community, he constantly espouses much of what Kurt Hahn believed in. It is extraordinary how the Hahn ethos, summed up in the school motto, *Plus est en vous* - there is more in you - has been applied undiluted to so many of the Prince's projects. The philosophy that character is built from personal, preferably physical, challenge, and community service has been embraced

almost as a panacea for the ills of the young.

There was a telling interlude before Charles passed his two A levels and went to Trinity College, Cambridge - a term at Timbertop, an outstation of Geelong C of E grammar school near Melbourne in Australia. Timbertop was in many ways the making of him. Away from the close, stifling atmosphere of the British upper class, he was placed among boys who did not care half so much whether he was the future king. He began to learn, almost for the first time, natural face-to-face relationships with his own generation, and returned after six months with a new self-confidence. Thanks to the maturity and poise acquired at Timbertop, he became head boy on his return to Gordonstoun, a position held by his father 30 years before. For once, Philip was proud of him.

The pressure for Charles to go on to Trinity College, Cambridge came largely from Mountbatten, but it appealed to Charles because of the new Master it had acquired, Rab Butler. The eventual outcome of his much-interrupted studies was a lower second BA in history, but the benefits from Cambridge were considerable. Butler set aside time each evening to talk to him, and the chats turned into private tutorials that any student of 20th-century history would give his eye teeth for. Cambridge left Charles a much more mature man, having acquired the ability, since exhibited frequently, to think independently of his family.

A short spell of RAF training at Cranwell confirmed Charles in a love of flying, and the risks it allowed. Any signs of mollycoddling by his superiors infuriated him. After that, being at Dartmouth naval training college was like being back at school, with all the basics of seamanship to be learned from scratch, and an enormous weight of family tradition bearing down on him. There was, primarily, the example of his father, who in 1938 had

won the King's Dirk, a prize for being the best cadet in his year. And, as ever, the spectre of Mountbatten, another outstanding old boy, hung over his endeavours.

Mountbatten he greatly admired, wished to emulate, and desired greatly not to disappoint. At the end of his basic training Charles came top of his year in navigation and seamanship. His father was detained in Berlin on the day of the passing-out parade, so a delighted Mountbatten flew down for the ceremony.

Mountbatten's attitude to his young acolyte was not entirely uncritical. He detected in Charles the germ of a blinkered, stubborn streak, which some might call determination and others pig-headedness, and which, the honorary grandfather thought, could all too easily develop into an unwelcome trait of selfishness and thoughtlessness. As he grew older Charles, for his part, found the atmosphere of the Mountbatten home both relaxing and stimulating.

The death of Mountbatten, at the age of 79, at the hands of the IRA terrorists, left Charles bereft, disconsolate and confused. He turned to his grandmother, Queen Elizabeth, and to a more unlikely comforter, a man he had known slightly

since childhood, Laurens van der Post.

Van der Post, a gentle, soft-spoken, silver-haired philosopher and writer born a white Afrikaner South African in 1906, although radically different in style and expression from Mountbatten, shared with him a hatred of socialism, communism or any other form of collectivism that threatened the essential freedom of the individual.

For that reason, if for no other, van der Post has long been an admirer of Mrs Margaret Thatcher, and she of him, but there is a wider dimension to his political beliefs, and one which perhaps more directly concerns his influence on Charles. Van der Post, when young, was a friend and disciple of the philosopher and psychoanalyst Carl Jung, from whom he absorbed the view of the collective unconscious, that evil is a tangible force and not merely an absence of good. Later, he travelled widely in the deserts of southern Africa, developing an understanding of, and a profound respect for, their nomadic native Bushmen.

The sum total of van der Post's immense lifetime of

experiences have led him to at least two important philosophical conclusions: that man must live in harmony with all around him, be it fellow men, animals, or the land; and that he will find truth only by listening to his inner self. The unkind brand van der Post an eccentric, the kind a mystic - a term the man himself detests. No one, however, has accused Sir Laurens of being anything other than a thoroughly good man, although his logic is sometimes obscure and he occasionally teeters towards self-importance.

The van der Post influence has manifested itself in many of Charles's public utterances. The distillation of van der Post, and the idealism of both, have been turned by Charles, within the frustratingly narrow confines of his constitutional position, to unusually practical effect.

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Extracted from *The Real Charles* by Alan Hamilton, published by Collins on September 19 (£10.95).

TOMORROW

Seeking a 'proper' job for a prince



Cold showers and early morning runs: Charles and his father arrive at Gordonstoun in 1962

SCIENCE REPORT

Incompatible, at least in theory

The great goal of physics today is called "quantum gravity". During this century, physicists have reached a sophisticated understanding of the force of gravity, described by Einstein's General Theory of Relativity, and of the numerous elementary particles - quarks, neutrinos, photons and the like - whose behaviour is determined by quantum mechanics. But so far these two endeavours, quantum physics and gravity, remain separate, even contradictory.

The stuff of quantum theory is a mix of elementary particles which attract, repel or are indifferent to each other. What makes this simple picture not quite so simple is Heisenberg's uncertainty principle, which says that you can never be quite sure where a particle is, or how fast it is moving.

In quantum mechanics, you cannot take two particles, put

them an inch apart, and work out what force there is between them. Because of the uncertainty principle, there is some chance the particles are not quite where you think they are, so you must think of all the places they might be, calculate the force between them at all those possible positions, and combine the results to "average" the force over all the uncertainties in position.

Physicists have developed intricate mathematical procedures for doing this, and can come up with a number to describe the force that really acts on particles, as opposed to the number you first thought of. This revised number is the "renormalized" version; the word hides a lot of complicated mathematics.

But when this method is applied to gravitational forces it no longer works because gravity, in Einstein's theory, is a fundamentally different kind

of force. Einstein's great innovation was to think of space itself as being curved. This is a concept that cannot truly be visualized, but the gist of it is that a weighty object "bends" space, which causes a nearby object to fall towards it, rather like two people sitting on an old sofa and falling to the middle.

From the quantum physicist's point of view, the gravitational force needs to be "renormalized" by averaging the force over all the places the objects might be found. The extra difficulty is that when the uncertainty principle is used to figure out where the objects might be, the answer depends on the way space is curved, but when the object is hypothetically put at one of those different places, the curvature of space changes, and so the calculation used to work out where it might be has to be changed...

This additional degree of uncertainty makes the usual "renormalization" procedure fail - it simply cannot come up with an answer. In the language of theoretical physics, gravity is "unrenormalizable".

Most physicists looking for a solution to the quantum gravity problem have tried to find a theory which is similar enough to Einstein's to be indistinguishable in experimental tests, but different in some subtle ways, so that "renormalization" works. But now Stephen Hawking and Raymond Laflamme of the University of Cambridge, writing in *Physics Letters*, claim that even this cannot work.

Space itself is subject to quantum uncertainty, they argue, so that on a microscopic scale it rolls like a stormy sea. It can even happen that "bubbles" of space can break off and go their own way, forming

what Hawking and Laflamme call "baby universes".

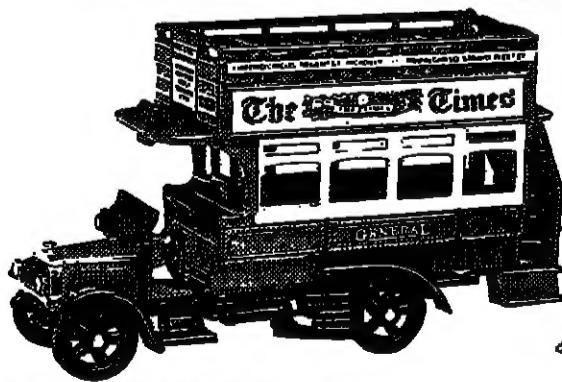
This unpredictable loss of bits of space introduces yet another uncertainty into quantum gravitational calculations, which makes gravity even more "unrenormalizable" than it already was, and undercuts many previous attempts to find a quantum theory of gravity.

Hawking and Laflamme offer no solution to this difficulty, except to imply that no amount of tinkering with conventional quantum methods can produce a theory compatible with what we know about gravity. The quantum theory of gravity, when it arrives, may be so wholly unrecognizable from the mere glimpses of it we now have that it will need an idiosyncratic genius like Einstein to find it.

David Lindley

Nature-Times News Service 1988

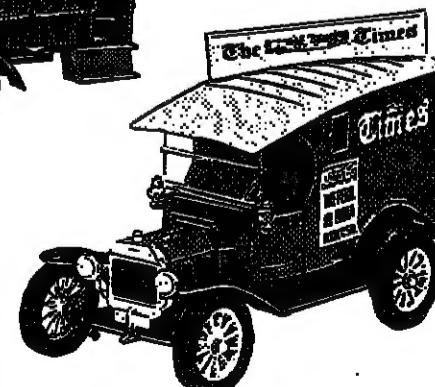
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TIMES DIARY CLEMENT FREUD

Portugal

Last Sunday in London around midnight my entry-phone buzzer went to denote that there was someone downstairs, wishing me to open the door. "What?" I shouted into the receiver. "It's the builders," said the voice at the other end. I suppose that there are countries where unemployed builders solicit work at unsociable hours on the Sabbath; on reflection, I decided we were not one, and desisted from affording them entry. I heard the splintering of glass from below and not long after many feet tramping upon the stairs — occupy the top floors of a no-lift house. So I dialled 999 and the call was instantly answered by a nice lady who said, "Fire, police or ambulance."

"I am a first-time caller" — I explained — "and would like the police." She took my telephone number in case "they" got to me before her people. The police emergency telephone rang for 40 seconds (during which time I could have had a heart attack and been forced to re-dial for an ambulance to take me to hospital) but when they answered I gave my address and the officers appeared within four minutes, tackled the intruders, then came up to my part of the house to explain that they themselves would mend the broken panels in the front door later. Could this be what our government calls Job Creation, in which case I am fortunate the building was not set on fire — which would have been a more substantial job for them and occasioned another 999 call by me.

I write this from Portugal, where I am visiting my house to see how it has survived the summer. Maria, who looks after us and it, is quietly satisfied: only three glasses and one plate were broken in July/August and someone, she wishes she knew who, chipped a piece from the bidet but stuck it back on again, so that you would not notice unless you examined it with care. I have never examined a bidet with care.

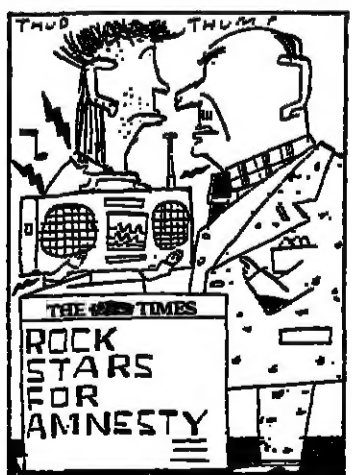
The major casualty is my lemon tree. We had two lemon trees in a small courtyard when we bought our house, and my wife, who knows about these things, said they were interfering with each other in their search for Lebensraum. We should carry out a radical programme of selective extermination; so the smaller one went — to wherever unsuccessful lemon trees go — and the larger one flourished, producing three-figure crops, standing proudly on its own with swifts nesting in the upper branches. Now it has developed a sort of arboreal herpes; the branches, leaves and fruit are coated with a web of jellid mucus which is unsightly — though I dare say you could make from it an excellent Chinese soup.

The lemon tree blight is known technically as *Mosca blanca dos Citrinos*, caused by white-fly hooked on citrus trees. Garden centres are cleaning up selling Hoechst's Drawin 755 in 50-litre drums; tell you two applications are needed, and try to sell you a stepladder, pump, extra nozzle and brushes. The fruits taste all right — the disease is common to oranges and grapefruit as well as lemons — but tend to be mutants, like after the Triffids have been.

If you saw a shop with Greengrocer written over the door you could have every right to expect to be able to purchase vegetables and fruit therein; if all they had on offer was knitting patterns and Angora wool you would have every justification in feeling aggrieved and thumbing through the Fair Trading Act, Trading Standards Act and Local Authority Regulations. Why then are duty-free shops permitted to sell goods on which there is no duty, like chocolate, for which the price charged is twice that of Tesco; and why may they sell goods that bear duty at higher prices than those pertaining in some off-licences. They persuade people, by virtue of the name over the door, to believe they are getting a bargain, when in fact they are being exploited.

At Gatwick last Thursday I bought a duty-free pack of playing cards for £2.25 — about three times the price they charge at my local newsagent. On the plane there was duty-free champagne costing £2 more a half-bottle than they charge at Goldlines. I believe in people's rights, which includes people's rights to con other people, but I surely ill-becomes governments to aid and abet in this exploitation by encouraging the airport authorities to licence such practices. Roll on 1992; keep an eye on BAA shares.

BARRY FANTONI



'I'd somehow hoped Human Rights encompassed a bit of peace and quiet'

One other thing about the 1992 unification of member countries of the Community let them take a look at the 13-digit number at which I can be reached on my London answering machine. Several times a day the phone rings once, I run from wherever I am, pick up the receiver and the caller has gone. The reason is that the ringing tone in Portugal is the engaged tone in Britain — and the engaged tone here is similar to what we get when a British number is unobtainable. What we get ringing home from Portugal is usually nothing at all, sometimes the wrong number, and if we manage to get the British engaged signal it is something of an achievement, and we listen to it for minutes on end, wallowing in the inefficiencies of the Portuguese phone system. If people in Britain did that "engaged" foreign numbers I should know the identities of all the people whose calls I missed.

How much will the expulsion of the electricians' union from the TUC matter? Clearly it will matter a great deal within TUC circles, but what now counts in British industrial relations is what happens on the shop floor and in the office. Recent Confederation of British Industry research shows that between 1979 and 1986 one company in every four changed the level at which it negotiated down to that of the individual establishment.

Those who believe that divisions between unions will lead to recruitment wars, the collapse of joint negotiating arrangements and industrial disputes have forgotten that the starting point for any analysis is the individual company.

The fact is that the priority for most companies is to improve their competitive position. Markets are increasingly global and the competition which companies face comes not just from Europe, the US and Japan, but increasingly from low-cost producers in the Third World. That is why companies are devoting ever more attention to harnessing the skills and enthusiasm of employees to provide them with a competitive edge.

The talk today is more about team work and shared objectives than about which union, if any,

Roderick Thomas on what the TUC split will mean to employers

Not so bad for business

an individual belongs to. Trade union politics is a matter for trade unions. Employers obviously have an interest: they are sometimes involved. But seldom will employers regard inter-union relations as a priority.

If trade unions are to play a significant role in company affairs, companies will be looking to them to co-operate in ever more constructive ways, both between themselves and with the company. Companies will not expect this week's events at Bournemouth to spill over into industrial disputes, nor will they be prepared to accept that difficulties within the TUC should influence any joint negotiating arrangements which may exist in multi-union companies.

Employers do not negotiate agreements with the TUC. Where pay is determined by negotiating with trade unions, employers deal with either a single union or with a number of unions representing different

parts of the work-force. In nearly all cases, these are trade unions which have been certified as "independent" by the Certification Officer and recognized for the purposes of collective bargaining.

The agreements reached are freely entered into, and while they are not directly enforceable at law, all parties understand the importance of sticking to what has been agreed. Where the EETPU is a joint signatory with other unions to agreements, employers will expect all parties to stick to the deals. Furthermore, where there is also an agreement either formally or informally among unions that they will negotiate jointly, employers are likely to continue to expect those arrangements to be preserved.

Any union which withdraws will run the risk of being bypassed. If disputes break out, unions will need no reminding that since the 1982 Employment

Act inter-union disputes are no longer regarded as legitimate "trade disputes". The unions involved may therefore be vulnerable to legal proceedings.

What about companies, perhaps on "green-field" sites, which currently do not recognize any trade union for bargaining purposes? There seems little doubt that unions will continue to vie with one another both to secure membership and recognition from the employer. Few employers contemplating union recognition for the first time are likely to be attracted by more than one union; as the TUC recognizes in the first report of the Special Review Body, single-union deals are here to stay.

Employers will continue to be free to choose with which union they wish to negotiate and once decided there will be little that others can do. Recruitment of members is likely to remain tough, and if recognition has

been accorded to another union, it will be even more difficult for a contestant to demonstrate its relevance to prospective members in that company.

Whether the EETPU will be at an advantage because it will not have to inform the TUC of prospective single-union deals, as will be required of others under the TUC's proposed code, remains to be seen.

In the end, however painful events may be today at the TUC, and whatever image they conjure up for British trade unionism abroad, the impact at the workplace is likely to be limited. Employers have more important things on which to engage their employees' interest.

It is that fact which should give unions most pause for thought, since it opens up the question of how central trade unions are to individual companies. It would, of course, be nonsense to dismiss trade unions as irrelevant; they are certainly

not that. But their future role is open to question.

The first report of the TUC's Special Review Body, which will be debated later in the week, touches on this subject. As they consider the issues, trade unionists will know that the competitive pressures facing British business are so intense that either they will have to contemplate new forms of co-operation or they will move ever further away from the centre of the stage.

Eight years ago the CBI published *Trade Unions in a Changing World*. We are now living in that world. Industrial disputes are at historically low levels, with days lost at less than 30% of the 1970s level. Unions have in many cases played a constructive part in company efforts to remove restrictive practices and outdated lines of demarcation, to introduce multi-skilling and group working.

The changed world has resulted in unions changing. The EETPU's expulsion cannot change that, and any attempt to resuscitate the inter-union warfare experienced in the 1960s and 1970s is likely to be short-lived.

The author is director of employment affairs at the Confederation of British Industry.

Bernard Levin

Lynch mobs in white coats

At a time when voices are being raised, not all of them in the Saloon Bar and one or two on the Bench, to demand castration for rapists, child-abusers and other sexual offenders, it comes as less of a surprise than it once would be to learn that the practice seems to be taking place already. And the fact that the instrument used is not a knife but a hypodermic needle does not greatly reassure me.

The facts were recently set out in detail by Denise Winn in *The Sunday Times*, for those who missed her article, I shall summarize them. After sexual behaviour which led to his detention in a mental hospital, a man is to be treated, without his consent, to a course of chemical injections which it is believed (mark well those last three words) will diminish his sexual urge and make him impotent. This has been authenticated by a High Court decision in a different case; that judge ruled that the drug to be used is not covered by Section 57 of the Mental Health Act, which forbids treatment against a patient's will. Instead, the drug was classified under Section 58, which covers treatment that may be given to patients whether they agree or not.

The "wonder drug" was developed for use in cancer of the prostate, and Miss Winn mercilessly pointed out that its effects on patients not suffering from that condition are unknown; she also demonstrated that the drug, as a means of chemical castration, is almost certainly quite useless anyway. (That, I may say, will not stop some judges I know, and some doctors I don't wish to know, from prescribing its use.) I am obviously not qualified to take part in the medical argument; but that, in any case, is not my concern. What I want to discuss are the moral considerations.

The combination of judicial ignorance and medical zeal has frequently had catastrophic results, and sometimes lethal ones. Alan Turing, one of the two men who invented the computer, also made a huge contribution to the Allied cause in the Second World War, in the field of cryptanalysis; a man to be honoured in his lifetime if ever there was one. But he was a homosexual, and



was prosecuted for having unorthodox relations with another man. He was "sentenced" by a judge whose vocation should have been burning witches, and "treated" by a doctor who would have been more at home diagnosing his patients' ailments by examining the entrails of a freshly killed chicken, to a course of hormone injections which were supposed to correct his abnormal sexual propensities. Turing committed suicide.

We have to assume, therefore, that we shall get no help, if we are seeking to establish or defend a right to be protected from hazardous medical experiments, from the judges. There may well be situations in which treatment without consent is permissible or even necessary; say, the sedation of a dangerously violent mental patient who is incapable of giving or withholding consent, or for that matter the guaranteeing of typhoid carriers. (And there have been authenticated instances, at least in the United States, of AIDS carriers deliberately infecting sexual partners.) But all this is far from the case described, which consists of a man being forcibly treated with a drug which was designed for an altogether different disorder, which has never been tested for the effects of the

new use, and which is roundly condemned by leading experts in this field as not only ineffective in its proposed purpose, but quite likely to make worse the condition that it is supposed to alleviate.

I did not think that I should have so soon returned to the Fallacy of the Altered Standpoint. But what better demonstration of the Fallacy could there be than what has happened in this case? Let us put out of our minds the horrible novel figure of the mad doctor performing hideous experiments on victims he has kidnapped; let us acquit the judiciary of intending the harm they so often cause. Let us just examine the Fallacy at work.

First, we note an apparently substantial rise in the incidence of sexual crime. I say "apparently" because there is much dispute as to whether what has increased is only the willingness on the part of the victims to report such crimes. But whichever it is, public anger is increasingly aroused, with a corresponding increase in demands for harsher penalties; after that — well, in medieval ages men were castrated for various reasons, but only in very recent times has

the practice been seriously advocated anew.

Are we collectively losing our reason? Do we no longer believe that civilization is supposed to elevate us on to higher and higher planes of thought, conduct and action? Is superstition now to be regarded as the basis of our law, medicine and social relations? I can hear the cries now: "Wicked man! Wicked man! Quick, quick — cut his thimbles off and he won't be wicked any more!" Does nobody today stop to think that wickedness is seated in the mind and soul, not the genitals? You will think I am jesting, and in poor taste, too, when I predict that not more than three years from this date there will be serious and ostensibly responsible people advocating the amputation of the right hand of persistent thieves.

Science-fiction? Let me tell you that injecting chemicals into legally helpless men, with no idea of what the effects may be, can be called by a more homely name: mumbo-jumbo. We bow down today to men in white coats, whether they have come to mend our broken bones or our minds or our television sets; in each case we are unlikely to understand what they are doing, and quite possibly they don't

either. And it is useless to appeal to the General Medical Council on ethical grounds; you might as well expect the Law Society to condemn a solicitor for wrecking his client's case by incompetent conduct. The public have a right to be protected from criminals and from those unfortunates whose minds are so twisted or damaged that they cannot help acting in a criminal way. Members of both categories may have to be locked up for the public safety, but oddly enough, when they are, the criminals have more protection against unconsenting medical treatment than the unfortunates. Is there perhaps a tendency — it would be another result of the Fallacy — to think of those whose minds are not normal as inert objects, to whom anything may be done in the name of science, provided it is done with good intentions?

The mad have rights, particularly when they are so mad that they cannot claim those rights, or even understand what they are. There are safeguards in the Mental Health Act; for instance, a second doctor, who has not been involved in treating the patient, must agree that the treatment is proper. It is not clear whether a second doctor, or even a first, has given this case such an imprimatur, but it is difficult to see how any reputable medical man can authorize treatment with a drug of wholly unknown potential. And we should remember that even the judges have been careful to give convicted offenders an option: probation or a suspended sentence if they consent to treatment.

Perhaps this is another form of the ancient search for the one true elixir which will cure all ills; superstition indeed. More likely, it is a product of the modern world — the belief that whatever ails you, from growing toenails to death, there is a pill, preferably made in a strikingly vivid colour, that will instantly relieve what ails you, so that with a sufficiently wide variety of tablets you will become immortal. Or possibly we should read Samuel Butler's *Erewhon*, where the only crime is to be ill. Incidentally, is there any evidence that the wonder drug under discussion is of any use in treating the condition — cancer of the prostate — for which it was manufactured?

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Commentary • HUGH MONTEFIORE

Out, turbulent politicians

Antidestablishmentarianism could once lay claim to be the longest word in the English language. It referred to the view that the Church of England must be defended against those who want to see it disestablished. The word has become redundant. It has vanished from my edition of the Oxford dictionary. But it may be required again soon.

This is strange because — except for someone like Mr Tony Benn who espouses unpopular causes — no one seems to want the Church of England disestablished. Now that churchmen choose their own bishops (even if the Prime Minister does the actual selection), clamour in the Church has died down. Other churches, once bitter about the status given to the established Church, nowadays would regard disestablishment as a repudiation of Christianity by the State. There is no demand for change by the public or the media. Even if some Tory MPs are fed up with the political independence of Anglican church leaders, the Prime Minister is thought to be content with a situation which gives her, through her power of appointment to sees and deaneries, at least some measure of control.

What does establishment mean? Like many aspects of English life, it is not easy to define. The Sovereign on accession has to take an oath to support the Church, the Archbishop of Canterbury is in charge of the coronation service, the two archbishops and 24 bishops

sit in the House of Lords, bishops and clergy take oaths of allegiance. The parish church is open to all, and all parishioners, regardless of their personal faith, have certain rights there. Establishment is as much a matter of ethos as of law. But Parliament has the last say in the Church's laws. This is no problem until change is mooted. Many mainstream church bodies need parliamentary consent before changing their fundamental articles; but the Church of England was a special case. All changes had to go through Parliament, even the creation of a new diocese. (The establishment of a new diocese of Shrewsbury was once lost by a single parliamentary vote!)

In 1920 the Church of England was allowed to pass measures in its Church Assembly which were then deemed "expedient" or "inexpedient" by an Ecclesiastical Committee of the Lords and Commons. (No measure passed by Synod has ever been deemed "inexpedient".) Each House can then accept or reject a measure, but not amend it. The Commons in 1928 twice rejected a new Prayer Book. No one took this very seriously and the rejected book has been happily used in the Crypt Chapel of the House of Commons.

All went smoothly until two or three years ago when the Church decided to tidy up its procedures for the appointment of bishops. The Crown announces an appointment and the cathedral chapter has to vote the man in.

In the past, failure to do this could involve forfeiture of all goods and chattels. "Praemunire" has been repealed, but the chapter still has to vote. Synod passed a measure repealing this medieval custom. A handful of MPs, sitting after midnight, decided to throw out the measure. The Church sensibly decided to let it go.

Another measure is now in difficulty. A clergyman who has a freehold no longer automatically loses his job if he divorces and remarries, because divorce no longer involves a matrimonial offence, and the law of the established Church may not conflict with secular law. But if, before ordination, a man remarries (or marries a divorced woman), there is an absolute bar on ordination. The measure seeks to enable the archbishops in particular cases to relax this law.

The Ecclesiastical Committee of Parliament is well known to be increasingly critical of the Church's measures. It was feared that it would deem this measure "inexpedient", thereby more or less killing it. In the event it has so far fought shy, and it has requested a special conference with the Church before pronouncing upon it.

The Church would find it difficult to take a strong stand against the State on the subject of remarriage, which also could be a delicate matter for the Prime Minister, the Home Secretary and others. So an immediate crisis is unlikely.

But it is not difficult to see

stormy days ahead if Parliament continues to frustrate the Church's will as expressed in General Synod after exhaustive debate. In the recent past there has been an understanding between Church and State about changes in the laws of the Church. The State would not interfere in church affairs, and the Church in turn would not place the State in an embarrassing position.

This concordat within the "Establishment" is under increasing strain. General Synod was set up to give the Church of England its own central representative governing body, and its members resent interference by Parliament, which is now mostly a secular body whose members are uninterested in, and incompetent to decide on, church matters. They dislike the imputation of being a "State Church".

On the other hand defeated minorities in Synod tend to appeal to members of Parliament, which has the last word; and there are MPs who resent the idea that the Church should increasingly govern its own affairs. A situation could occur in which the Church might have to ask for its freedom, in order to maintain its own integrity.

For example, would Parliament ever agree to women priests and women bishops, even with a woman as Prime Minister?

The author was formerly Bishop of Birmingham.

SEPT 5 ON THIS DAY 1949



The decision to scrap the Brabazon being of "no economic use" was announced in July 1953. The prototype had been used as a research aircraft and had 400 hours of flying work had begun on a second Brabazon which was intended for passenger carrying.

FIRST FLIGHT OF THE BRABAZON

From our Aeronautical Correspondent

BRISTOL, SEPT. 4

Lord Brabazon of Tara, the first Englishman to pilot an aircraft, who was chairman of the committee set up by the Government during the war to advise on civil aircraft types, must have been a very proud man today. He was at Filton when the world's largest civil air liner, the 130-ton Bristol Brabazon I, which is named after him, made its maiden flight. It was a memorable occasion for all who saw it.

In some ways the flight was rather a surprise. It was only yesterday that the aircraft moved under its own power for the first time. Today's programme was to have been a series of fast taxiing trials and perhaps a short "hop" along the runway, but the performance of the air liner had so satisfied Mr. A.J. Pegg, the Bristol Aeroplane Company's chief test pilot, that he took it off the ground on the very first run. The conditions were almost ideal. Visibility was excellent.

When it rose from the runway, even above the roar of the 20,000 h.p. engines, one could hear

people cheering and shouts of "She's off!" The pilot held it on a straight course for some miles, still with its undercarriage extended. Its initial course took the Brabazon over the Patchway housing estate, and the outskirts of Bristol, and then over Downend and Mangotsfield. After what seemed a very long time, but could have been only a few minutes, the undercarriage was retracted before the aircraft turned gently to port and, still gaining height, soared majestically over the edge of the Lansdown hills.

The Brabazon was in the air for 27 minutes... Mr Pegg said that it had been a "wonderful ride" and that everything went as well as they had hoped.

He said later that the aircraft carried 4,000 gallons of fuel and took off at a weight of 210,000lb. It left the ground after about 500 yards when it was travelling at some 85 m.p.h. For most of the flight the cruising speed was about 140 knots and the aircraft reached an altitude of between 3,500 and 4,000 feet.

The Brabazon project was opened in 1943 on the recommendation of the Brabazon Committee. Construction of the first prototype started late in 1945 and in October, 1947, the fuselage was transferred from the factory to an assembly hall built on the airfield at Filton near the runway, which was also built specifically for the flight test.

The Brabazon I is 177ft. in length and its wing-span is 230ft. The fin is 50ft. in height. The aircraft has a range of 5,500 miles in still air — sufficient for non-stop flights between London and New York. Because no pilot would be capable of actuating the controls on such a massive aircraft they are power operated.



1 Pennington Street, London E1 9XN Telephone: 01-782 5000

ELEPHANTS TRAPPED

The TUC enters its conference week much stronger than it might be. When it leaves, it will be much weaker than it need be.

For a movement in decline, it can claim to have not done so badly. Although new businesses can now choose between no unions at all, or no-strike agreements, most established employers have continued to recognize unions affiliated to the TUC, believing that this provides a stability with which it would be unwise to interfere.

So great a weight have personnel managers attached to union recognition and collective bargaining, a system resting ultimately on the Bridlington agreements not to poach members, that employers have been prepared to sacrifice much else. The expulsion of the electricians this week will change all that.

It is likely to make the TUC decline permanent and irreversible, leaving the rest of its deliberations more or less irrelevant. Once the TUC monopoly of union organization has gone, the elaborate procedures and new approaches sketched in its much-vaunted "review" will be so many might-have-beens.

A decade of weak-mindedness has brought this about. In the 1970s and early 1980s the TUC leadership was too reluctant to insist that unions did not break the law, or use crude force, to secure their objectives. It is now more or less clear that the TUC has forsaken these tactics — but too feebly, and too late.

A second TUC failure was its inability to accept that if unions were to attract members and secure employer recognition in the new legal environment, they must add value, rather than exercise crude collective bargaining muscle. Unprotected by the closed shop and without the power to compel employers to recognize them for bargaining purposes, unions today can only "sell" their services to members and to employers. But too many member unions stuck to their old ways.

And yet the TUC maintained a continuing credibility among employers, who have conceded collective bargaining rights, with attendant legal protections, and have been prepared to run their own new employee communication systems uneasily alongside the "single channel" route via the officials and shop stewards demanded by the TUC. Those employers have not, in return, secured agreements binding in law; they have not obtained three-year labour contracts in the manner of their American counterparts; and they have put up with unions which have declined even to follow the procedures for

settling disputes laid down in their own recognition agreements.

This approach has not helped employers to introduce responsive pay and performance systems. It has not helped them out of the annual "going rate" of pay settlements. In the last few years Britain has had a de-collectivized economy which still operates on collective bargaining lines. The price has been high in terms of flexibility forgone and innovation forsworn.

In Bournemouth this week the TUC will deny employers the chance to say that this high price is worth paying because of the "stability" it brings to industrial relations. With the electricians' expulsion, the stability argument is dead. The last remaining prop with which employers have helped to support the TUC will crumble away.

Whether or not the electricians become part of an alternative union federation, their expulsion will begin to change the map of union recognition. Slowly but surely, competition between unions inside and outside the TUC will increase, becoming more vigorous as the market for unionization shrinks, and more diverse as new types of union emerge.

The TUC will have lost its one remaining selling point to employers. From this week, union recognition is no longer a force for stability in industrial relations. It has become a recipe for instability; and in the medium term many more employers, with an eye on their own competitors, will begin to question whether recognition of a TUC-affiliated union is the right way forward.

The TUC's behaviour must give pause for thought to all who observe it. It seems to be acting as a wilful agent of its own self-destruction. Over the past decade, it has consistently failed to heed the warnings. It has watched its member unions dig large elephant traps for themselves. It has watched them lumber resolutely into each hole. It has heard them emerging on each occasion with piteous cries of surprise.

This week one would expect that the crude desire to hang on to its monopoly would lead the TUC to draw back from spitting the movement and abandoning the unity which is the powerful message of so many trade union banners. But on every past precedent, it will miss the chance; and employers will now have to decide for themselves how to handle their industrial relations, free from the ponderous but comforting model which the TUC, until this week, seemed to offer.

ANOTHER MOSCOW SHOW-TRIAL

Today, more than half a century after Stalin initiated his notorious show-trials, a Moscow court will set the scene for Mr Gorbachev's first essay in the genre. Yuri Churbanov, an ex-Deputy Minister of the Interior who also happens to be the son-in-law of the late Soviet leader, Leonid Brezhnev, will stand trial for corruption on the grand scale. The defendants will also include eight former officials from the Soviet Central Asian republic of Uzbekistan.

The trial, which the Soviet public has been told will be held in open court, has been given lavish advance billing. The official communist party paper, *Pravda*, has kept its readers informed of Churbanov's slow progress towards the courts (through removal from office, expulsion from the Communist Party Central Committee, completion of the pre-trial investigation, to the indictment).

It has also gone a long way towards rendering the court's verdict redundant. Last week, it published a long article about the climate of bribery and nepotism in which Churbanov and his clients were able to operate. It presented Churbanov as overlord of a vast fiefdom in which he set the rules and then decided how far they could be bent. In *Pravda*'s version, he presided over a whole sub-system of the Soviet state, built on favours given and favours owed.

However justified the accusations may be, the publication of so damning an account of Churbanov's career in an official mass-circulation paper only a few days before the trial suggests that the outcome is already decided. The judicial process, which incorporates a pre-trial police investigation, is such that few cases, except those where the prosecution is sure of securing a conviction, go to court at all.

But the judiciary is one of the areas Mr Gorbachev and his new leadership team have pledged to change. Much of the present criminal code is being redrafted, ostensibly to ensure that the law as written and the law as practised permit fewer discrepancies than at present. The Soviet leadership has also called for the pre-trial investigation to be conducted by someone other than the police, for more meaningful advocacy in court and for better qualified defence counsel.

It would have been an admirable indication of the progress made under Mr Gorbachev if so prominent a trial had been taken as an

opportunity to show that the party leader's fine words about giving defendants a fair trial and justice being seen to be done were really sincere. But, as *Pravda* showed, the trial of Yuri Churbanov and his Central Asian protégés is not about justice — at least not about justice in court. It is much more about blackening still further the reputation of the former Soviet leader, Leonid Brezhnev.

The main objective appears to be to demonstrate to the people of the Soviet Union that the two decades in which they were ruled by the Brezhnev clan were not the glorious success story they were led to believe at the time. Rather, they will learn, the Brezhnev years were the source of most of the afflictions from which the Soviet Union suffers today. Bribery, corruption, the decline of moral values, nepotism, economic stagnation and statistical deceit will all be paraded as lingering sicknesses of the past which have to be eradicated once and for all.

Public education in the new ways of the Gorbachev era is unlikely to be the only aim of such a trial however. With Churbanov in the dock will be senior officials from the Republic of Uzbekistan where scandal after scandal has been exposed since Mr Gorbachev came to power. The trial will serve as a warning to the leaders of that republic and to the other Central Asian republics where feudal lords still rule through the communist party apparatus, that such practices are no longer acceptable in Moscow.

More important, perhaps, the exposure of Churbanov and his protégés will signal to other beneficiaries of the former Kremlin leadership that their time is up. None of those who owed their positions to Brezhnev, whether as political allies or relations (or, as in Churbanov's case, both), will be able to feel secure once the consequences of their patron's errors are revealed.

The political pay-off for Mr Gorbachev, whose majority in the Politburo is still believed to be slim on many questions, could be considerable. But when — assuming the proceedings follow the pre-ordained script — Churbanov and his Central Asian "godfathers" are imprisoned, or worse, their trial will stand as an unfortunate comment on the nature of Soviet power and on leaders who use show-trials rather than elections to enlarge their authority.

Flag of contumely

From Mrs M. S. Green

Sir, While deploring the behaviour of British holiday hooligans (report, August 29) may I also raise a voice in defence of our national flag?

I find it grossly offensive that the Union flag is used not only for T-shirts, shopping bags and door-mats but also for items of underwear. Worn by hooligans, it — as well as its wearer — becomes an object of contempt.

Is it not time for a ban to be imposed on the commercial exploitation of our national flag? In some countries abuse of the national flag is a punishable offence — why not here? Yours sincerely, M. S. GREEN, 8b Compton Road, Canonbury, N1. August 27.

Stand and deliver

From Mr H. D. A. Bucher

Sir, Here in Lyme Regis we live towards the top of one of the surrounding hills. The road is a cul-de-sac.

Newspaper boys walk up the hill in making their deliveries. Having done so, some boys descend the hill as they ascended it; others run down; some use the bicycle that they have pushed up it; more recently yet others make use of a skate board that they carry in their newspaper bag.

Today, a scooter was brought into use, a scooter with a handle-bar-operated brake, quite unlike the scooter I used during the Great War, which had no brakes, but which I brought more or less to a halt by pressing the sole of my right boot against the tread of the rear wheel.

Two sidelights on present-day customs amongst newspaper boys is that of the one who did not hurdle to open entrance gates but hurried to them, and that also of the one who, presumably exhausted by his uphill climb, considered he was entitled to lean against the gatepost of his last port of call in order the better to read the newspaper yet to be delivered.

All so unlike the alleged American practice of flinging their more weighty papers on to a porch doormat. The girls who deliver the free newsheets simply walk, so much more decorous, albeit unadventurous. Yours faithfully, H. D. A. BUTCHER, Glenella, 26 Talbot Road, Lyme Regis, Dorset. August 29.

Tougher action against terrorism

From Lieutenant-Colonel J. C. Wakerley (ret'd)

Sir, John Spencer's Commentary, "Unreasonable defence" (September 1), tellingly addresses, yet again, the dilemma of the soldiers and policemen in Northern Ireland and points up the absurdity of the State sending its Armed Forces, equipped with all the modern personal weapons of warfare, to protect its citizens and hunt its enemies, backed by no more legal authority than entitles any bystander to act spontaneously in the prevention of crime.

But that is not all: if the soldier who shoots in Northern Ireland is thought to have erred, he does not face John Spencer's 12 good hawks or doves; rather he faces the prospect of being paraded on a charge of murder before the very other than a jury which were specifically introduced to try terrorist offences in the province.

I travel widely outside the United Kingdom. I am frequently asked how it can possibly be that, when British soldiers, in the course of duty, shoot known terrorists on active service missions, the first and loudest clamour is a chorus of demands for an investigation to determine whether the soldiers should be prosecuted for murder.

I can give no sensible answer. It is almost as though there is some misguided sense of British fair play obliging the authorities to ensure even-handedness and balance between the terrorists and the soldiers so that neither side is seen to have an advantage in the game.

The rule of law and the principle of equality before the law do not mean that the State has to act as an impartial referee between good and evil, between duty and treason. If this is thought to be a means of demonstrating to the community and to world opinion that Britain is encouraging the right climate for political progress to be made on the Ulster question, it has wholly failed. There has to be a better way and, in any event, there are greater priorities.

In the early seventies, when the present troubles were young and no one thought it remotely possible that the late eighties would still see this level of terrorism, the Army Staff at HQ Northern Ireland, of which I was a member, argued strongly, but unsuccessfully, for clearer powers and a number of other measures to enable the Army's role to be performed efficiently and effectively.

It may be that over the period, as each "security review" has followed closely upon each atrocity, minor concessions or improvements have been obtained. However, these basic steps, at least, should have been implemented in those days and, lamentably, many years and hundreds of lives later, are still

Political progress

From Mrs Winifred M. Ewing, MP for Moray (SNP) and MEP for the Highlands and Islands (SNP) Sir, Some years ago in Strasbourg it was my pleasure to introduce Sile De Valera, who was then a member of the European Parliament and a granddaughter of the famous Irish statesman, to the Rev Ian Paisley, then, as now, also a member. Such a friendly meeting would have been impossible in Ireland.

Those of us who observe our colleagues from both the North and South of Ireland in their day-to-day activities in the Parliament — in the plenary sessions, in the committee rooms, and elsewhere — know that they work, and relax, together without any rancour, surdness, or discourtesy of any sort.

When proposals are made that are for the monetary benefit of

Great plagues

From Mr C. I. Meek

Sir, I can confirm Professor Gillett's (August 26) of bubonic plague in Uganda by later experience in the north of Tanganyika. When I was in charge of Mbulu district in the early 1950s, we had an outbreak so virulent that every one of 50 cases died before we got modern drugs on the scene. This was in the area of a tribe of pastoral nomads where the human population could hardly have been less densely populated.

My understanding is that the disease was enzootic in the local rat population. When it became epidemic the rats died in large numbers and their fleas sought human hosts instead. Hence my most vivid remembrance is of walking into the rest-house where I was to pass that fatal week to find a dead rat in the middle of the floor.

Yours faithfully, C. I. MECK, 21 Hiham Green, Winchelsea, East Sussex. August 27.

From Dr Colin McEvedy Sir, I was interested to read Professor Gillett's account of bubonic plague in Uganda.

Sleepy partner

From Mrs B. W. Cox

Sir, The only thing that kept my husband awake at Glyndebourne on a hot summer evening after a hard day at the office (letters, August 15, 19, 20, 25) was the thought of how much he had paid for the seats. Yours faithfully, CLAIRE COX, St Christopher's, Severals Road, Bampton, Devon, West Sussex. August 26.

required now, as Professor Paul Wilkinson also suggests in his article today:

1. Stop equivocating about the role of "special forces". Announce openly and clearly that the SAS and other special units are widely deployed with the express purpose of the surveillance of terrorists and eliminating their activities. That means killing terrorists engaged in offensive operations.

2. Do not suspend the "reasonable force" rule, but specifically entitle the Armed Forces to use their weapons offensively whenever known terrorists are observed to be armed or otherwise clearly engaged on an active-service mission.

3. Lay out for the benefit of the entire population clear "yellow-card" rules of engagement under which the Armed Forces are to operate. Soldiers who may be in breach of those rules being charged and tried by court martial rather than by the civil courts.

Some will think these measures draconian, tantamount to a proclamation of martial law, antagonistic to moderates, counter-productive to political initiatives, a counsel of despair. But the appalling cycle of terrorism has to be broken before a real start can be made on anything else. Our failure to do that, while allowing the carnage to continue, will count against us for generations.

Yours faithfully, CHARLES WAKERLEY, Brentford, Middlesex. September 2.

From Mr Michael O'Connell

Sir, The Government claims to be committed to the defeat of terrorism in Northern Ireland. Why, therefore, does it not enact a legislative provision similar to section 3(2) of the Offences against the State (Amendment) Act 1972 in the Irish Republic where, if a police officer, not below the rank of chief superintendent, gives evidence that he believes an accused is a member of an unlawful organisation (and that is the charge before the court) then that statement shall be evidence that he is such a member? The maximum penalty on conviction on indictment is seven years' imprisonment.

However draconian such a provision may appear to be, surely it is better than a "kill, don't question" policy on the part of the British Army, if such exists, and perhaps the public might then be spared the sight on television of some politicians gloating at the deaths of men who were only young children at the time the current troubles began in Northern Ireland in 1968.

Yours faithfully, MICHAEL O'CONNELL, Ormeau House, 59a Newdigate Street, Kimberley, Nottingham. September 1.

Ireland, be it either North or South, then support is forthcoming unquestioningly from both groups. I think there must be a solution to the Irish problem and I am convinced it resides within the institutions of the European Community, provided UK politicians will it. I would envisage Northern Ireland having a seat at the table of the Council of Ministers.

It must be said also that European politicians are getting impatient at the continued inability of Britain to put its house in order. If we can't or won't do it ourselves, in time it will be done for us, perhaps in the form of an appeal to the United Nations to send in a peace-keeping force.

Yours faithfully, WINNIE EWING (President, Scottish National Party), Goodwill, Lossiemouth, Morayshire. September 2.

The idea that people are responsible for spreading bubonic plague has a long and unfortunate history. A famous instance occurred during the 1666 epidemic in the Derbyshire village of Eyam, when the rector, the Reverend William Mompesson, persuaded his parishioners to stay where they were in the interests of the wider community. The result was that all of them got the disease and 70 per cent of them died of it. The episode has been compared, not inappropriately, to the Charge of the Light Brigade.

Many of the inhabitants of Eyam would have survived if they had sought refuge elsewhere and there is no evidence to suggest that they would have brought harm to their neighbours if they had done so.

In this context it is interesting to note that in 1907 the Indian Plague Research Commission came to the conclusion that evacuation was an effective way of reducing mortality.

Yours faithfully, COLIN McEVEDY, Ealing Hospital, St Bernard's Wing, Uxbridge Road, Southall, Middlesex. August 26.

On the run

From Miss Claire Young

Sir, Mr Shepherd's warning to motorists (August 29) may be striking but in the United States they have other concerns. On Route 23, between Detroit and Toledo, you will see the sign: "Warning: hitchhikers may be escaped convicts." Yours sincerely, CLAIRE YOUNG, As from: 280 Steele Street, London, Ontario, Canada.

Relief of stress in planning offices

From Mr R. W. Rose

Sir, I am the design manager for a large developer and deal with around 1,500 houses a year. We are making about three planning applications each week to authorities in East Anglia and the London boroughs. I can see the strain on the planning officers and understand why their staff are leaving and cannot readily be replaced.

I believe that the pay and conditions of planning officers should be improved (for example by providing them with cars rather than the mean car allowance) and that councillors should delegate far more of the decision-making process to them. For at least a limited period public participation in planning applications should be confined to immediate neighbours, e.g. planning officers should be closed to the public other than at specific periods and by appointment.

In return for the above the officers' attitude to architects should be relaxed, allowing more detailed freedom in design without licence to create mediocrity. If something is not done soon the result will be a return to pre-1947 chaos — some may say hip, hip, hooray.

Yours faithfully, R. W. ROSE, 46 Irving Road, Colchester, Essex. August 31.

From Mr R. W. G. Smith

Sir, Your correspondent, Mr Montague (August 23) presumably appears as an expert witness at a great number of planning inquiries in the role of chartered surveyor and planning consultant.

Still no results

From the Headmaster of Denstone College

Sir, The Chairman of the Joint Council of the GCSE has claimed (report, August 25) that the GCSE was a success. The results procedure with regard to this school would suggest that this claim is unjustified.

The fifth-form pupils at Denstone are still awaiting their GCSE English results, though all the other subject results arrived last Thursday (August 25). When I inquired from the Cambridge office of the Midlands Examining Group I was told that the West Midlands Board, who were administering the examinations for this school, were "taking an extended Bank holiday from Friday, August 26, to Thursday, September 1." The board have since told me that they "are doing all they can." This means that the results can, at the earliest, reach us at the beginning of next week, by which time the new school year will have started.

This extended holiday seems entirely wrong when results are already late and when the pupils still do not have results for examinations completed well before the end of June. Yours faithfully, R. M. RIDLEY, Headmaster, Denstone College, Uttoxeter, Staffordshire. September 2.

Television breaks

From Mr Peter Cotes

Sir, Lord Mayhew (August 30) does well to remind us of the occasional nuisance value (sic) of the television commercial-spill. The late Sir John Barbirolli, pioneer and innovator of so much in music, upon signing a first contract as Head of Classical Music for Associated Rediffusion Ltd., stipulated that no "commercial" be inserted between the two parts of his first programme on September 1, 1958.

Sir John argued that the flow and continuity would be impaired by the abrupt advertising of some product entirely unassociated with the great rhapsody of sound. As director and producer of the Barbirolli programme — and others that followed — I was able to give my full support, and Sir John's request was acceded to; one of the very few occasions when an artist's plea was granted by the powers that be.

The great conductor was a fighter on behalf of his music, as those who knew and worked with him have good reason to know; although the fact that a short while earlier a BBC poll found him to be the most popular conductor on television at that time could perhaps have had something to do with the decision from "headquarters" that I was later able to so joyfully convey to Sir John Barbirolli.

Yours faithfully, PETER COTES, Savage Club, 9 Fitzmaurice Place, Berkeley Square, W1.

Programme error

From Mr James D. Graham

Sir, Mr David Smith writes today (August 29) of the Englishness of his friend's word processor. As a subject of one half of the Auld Alliance I was unsure whether to be amused or furious when the spelling checker of my machine refused to accept "Gaelic" and suggested "Gallic" in replacement. This may not be libellous, but to repeat my comments on the English (?) software engineers certainly would.

Yours faithfully, JAMES D. GRAHAM, 60 Saltoun Street, Glasgow.

This role evidently does not require him to know what green belts are for as, like others who advocate development there, he confuses keeping countryside open with the conservation of high-quality landscapes.

The purposes of green belts are to prevent the expansion of large built-up areas, to protect surrounding countryside from erosion, and to prevent the merger of settlements within the green belts. This says nothing about the quality of the scenery, and that is irrelevant. As Mrs Marion Roe (then Parliamentary Under-Secretary of State for the Environment) said in a recent adjournment debate:

This purpose can be achieved almost as well by gravel pits or other so-called scrubby parts of the green belt as by a landscape of pristine fields and woodlands. To accept otherwise is almost to encourage dereliction in the green belt.

I agree with Mr Montague that the challenge is to find a land-use policy that "meets the requirements of the nation as a whole". Few people believe that that will be achieved by pock-marking the green belt with development, however dressed up by landscaping and the like, wherever developers or planning consultants declare that land has little conservation or agricultural value. That would be a recipe for a rapid and permanent decline in the environment, for which future generations would not thank us. Yours faithfully, R. W. G. SMITH (Chairman, The London Green Belt Council), 111 Billy Lane, Potters Bar, Hertfordshire. August 24.

Raw eggs warning

From Mrs Robert Blackledge

Sir, It was with considerable concern and some incredulity that I read your report (August 27) of the Department of Health's warning to the public against the use of raw eggs in home-made mayonnaise, mousses and ice cream because of possible resultant salmonella poisoning. I had just given a dinner party and the menu included examples of all three and a Hollandaise sauce as well!

Like I am sure, countless other cooks, both domestic and professional, I have been using raw eggs in recipes for well over 30 years, confident that I was producing for family and friends food that was not only more delicious, but also more wholesome than the commercial equivalent. So this is an attack on the culinary habits of a lifetime.

Could we have more information and clarification please? Why this sudden threat? Is it both yolks and whites? Free range as well as battery produced eggs? Is there a possible preventative measure such as domestic pasteurization?

Do we really need to throw away our whisk and sorbetières? Yours faithfully, JOAN BLACKLEDGE, 9 Milford Manor Gardens, Shady Bow, Salisbury, Wiltshire. August 30.

Motorway dangers

From Mrs Annetta Harris

Sir, The gearbox of our car went on a stretch of the M4 in Wiltshire at 9.30 pm last Tuesday. For the first time we were able to use our car phone to call the RAC.

My husband identified our position from a nearby marker post and informed the RAC. However, the telephonist insisted that my husband should walk half a mile down an unlit motorway, to the nearest emergency phone to report the breakdown.

My daughter, her friend and I locked ourselves in the car and waited for his safe return. The safety advantages of a car phone were immediately cancelled. Perhaps sections of the motoring organisations need educating too? Yours faithfully, ANNETTA HARRIS, 46 Oakfield Road, West Common, Harpenden, Hertfordshire. August 21.

Toxic cargo

From Mr Derek Edwards

Sir, The aspect of the Karin B that worries me more than her cargo is why we needed to be alerted to it by a Sunday newspaper.

If the Government didn't know about it I am concerned. If they knew about it and hoped to keep it quiet I am equally concerned. Yours sincerely, DEREK EDWARDS, 21 Princes Way, Brentwood, Essex. August 30.

archetypal lovers: androgynous and yet seductively sexual, "came out properly corrected as "Roasting and Orange are Sheepshearer's archetypal lovers" Duck à l'Orange for lamb-satiated shepherds, perhaps.

Sexual suggestions, however, proved no problem for the computer. Yours faithfully, PHILIP LEBROCC, The Cottage, Le Bourq, Jersey, Channel Islands.

From Mr John W. West Sir, My word processor does not recognise the word "Editor" and offers instead "edible" — I hope with two veg. Yours faithfully, JOHN W. WEST, 6 Weydown Court, Weydown Road, Haslemere, Surrey. August 30.

ANNOUNCEMENTS & PERSONAL

BIRTHS

Then Jesus said unto them, Verily, I say unto you, Except ye eat the flesh of the Son of Man, and drink his blood, ye have no life in you.

BIRTHS

BAILLIE-GROOMAN - On September 2nd, 1988, a son, Robert, was born to Mrs. Bailly-Grooman and Mr. Bailly-Grooman.

BARTLEY - On August 20th 1988, a daughter (Newhouse) and Philip Elizabeth, a sister for Jessica.

CAMPBELL - On August 15th, 1988, a son, Alexander, was born to Mrs. Campbell and Mr. Campbell.

COUNTING - On September 1st 1988, a son, Richard, was born to Mrs. Counting and Mr. Counting.

HELPS - On August 30th, 1988, a son, Timothy, was born to Mrs. Helps and Mr. Helps.

HOUSE - On August 22nd, 1988, a son, Philip, was born to Mrs. House and Mr. House.

LLOYD - On September 1st, 1988, a son, David, was born to Mrs. Lloyd and Mr. Lloyd.

TOOMEY - On September 1st, 1988, a son, William, was born to Mrs. Toomey and Mr. Toomey.

TRAVIS-LOMAZ - On August 21st, 1988, a son, Thomas, was born to Mrs. Travis-Loma and Mr. Travis-Loma.

TURBIDINE - On September 2nd, 1988, a son, Michael, was born to Mrs. Turbidine and Mr. Turbidine.

WEDDY - On September 2nd, 1988, a son, James, was born to Mrs. Weddy and Mr. Weddy.

WHEAT - On September 2nd, 1988, a son, David, was born to Mrs. Wheat and Mr. Wheat.

WILSON - On September 2nd, 1988, a son, David, was born to Mrs. Wilson and Mr. Wilson.

MARRIAGES

LUNDHOLM - On August 27th 1988, at Holy Trinity Church, Eton, London, a son, David, was born to Mrs. Lundholm and Mr. Lundholm.

McCOMB - On August 27th, 1988, a son, David, was born to Mrs. McComb and Mr. McComb.

OLLEY-MASON - On September 3rd 1988, at St. Mary's & St. Michael's Church, Shepperton, a son, David, was born to Mrs. Olley-Mason and Mr. Olley-Mason.

GOLDEN ANNIVERSARIES

TESTER-BUTTERFIELD - On September 3rd, 1988, at the Church of St. Mary Magdalene, Tottenham, a son, David, was born to Mrs. Tester-Butterfield and Mr. Tester-Butterfield.

DEATHS

CHARLTON-JONES - On September 2nd 1988, a son, David, was born to Mrs. Charlton-Jones and Mr. Charlton-Jones.

DOUGHERTY - On August 21st 1988, a son, David, was born to Mrs. Dougherty and Mr. Dougherty.

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IN MEMORIAM - WAR
DAYTON - Day K.G. and Brooking G.T. The first of the two sons of Mr. and Mrs. Dayton, who were both killed in the First World War.

IN MEMORIAM - PRIVATE
CURRY - Remembering with love George (1908-1988) on his birthday - September 5th.

IN MEMORIAM - PRIVATE
WILLIAMS - Remembering with love George (1908-1988) on his birthday - September 5th.

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THE ARTS

TELEVISION

Campbell lives on

As we were reminded again last week by that tabloid colour picture of the Bannister airshow disaster, machines crashing can have an awesome, otherworldly beauty which belies the bloody mess made of the poor wretches inside them. It is an acceptable view of death turned into a populist art form, with the bodies conveniently out of shot. The very destruction of machinery seems even to reaffirm the wonder of once its working. Only when the anonymous dead are brought to life by the media as real humans does the guilt of our fascination begin to ruin the picture.

The powerful, moving film, *Across the Lake* (BBC1), about Donald Campbell's fatal attempt in 1967 to break the world water speed record, skilfully wove in authentic film footage of Bluebird's last run. But though the sight of the boat rearing up from Coniston water and somersaulting still has a terrible beauty about it, the image never had the abstract anonymity of shots of some other disasters. Campbell was a national figure, his death the tragic ending to a drama followed by millions. A popular gladiatorial ritual in which he literally disappeared forever from the voyeuristic public eye.

From the opening shots of Campbell's blue E-type, which, like Bluebird, transcended changing fashions of style far better than the Sixties clothes - director Tony Maylam paid quiet visual homage to the beauty of the machinery. But quite rightly, Roger Milner's screenplay concentrated on the man rather than the machine. The chief mechanic, Leo Villa, played with convincing doggedness by Ewan Hooper, had a vital role as a friend and an emotional foil to Campbell.

The Campbell of the film, seen only in his last 60 days, was in great need of support. This was no assured national hero, but a troubled, desperate man, in pain, drinking too much, with financial difficulties and marital problems with his third wife, singer Toni Bern (Angela Richards). Anthony Hopkins as Campbell was superb, delicately manning the emotions of the man so vulnerable behind his ill-fitting Bulldog Drummond patriotic shell that it was a wonder that he could go on, let alone drive himself at 320mph to the point where he would drive no more.

Andrew Hislop

The Venice Film Festival reflects the changes in adult cinema away from realism to myth, says David Robinson



The people revolt: a scene from *Hard Times* shot in austere black and white, in a manner self-consciously inspired by much earlier periods of cinema

The making of legends

This year's Venice Film Festival is a startling demonstration of how the cinema in the late 1980s is turning away from realism to myth and legend, symbol and spirituality. The phenomenon is already familiar enough from American popular cinema, with its superheroes, sorcerers and travels into the supernatural. Venice showed Penny Marshall's *Big*, one of the best of a whole group of recent films about grown up and children magically changing places and ages.

The adult cinema though is following suit. In *Legend of the Holy Drunkard*, Ermanno Olmi has adapted a short story by Joseph Roth into an over-long film parable about salvation. A Parisian wino and *clochard* meets a mysterious old man (played by our own Anthony Quail) who gives him money in return for a promise to give it back to the local church when he is able to. Time and again he tries to redeem the pledge; time and again temptation intervenes; time and again the money is miraculously restored to give him yet another chance.

The second film of Olmi's comeback after a long, severe illness, is handsome but disappointing, mainly demonstrating that drunks are as boring on screen as in real life.

Theo Angelopoulos's *Landscapes in the Clouds* on the contrary is a magnificently fulfilled work, his best since *The Travelling Players*. It is an odyssey of initiation. Two small children,

brought up on the lie that their father is somewhere in Germany, set off in vain search for him. Among their encounters *en route* are the self-same travelling players of Angelopoulos's master work, 13 years older now and lost in a land which has no longer places for them to play or audiences to watch them.

Angelopoulos is a film-maker with rare mastery of his medium, and a vision which gives the everyday world a strange and fabulous look.

Joao Botelho is also a film maker able to impose his very individual style. *Hard Times* is a modernization of Dickens shot in austere black and white, in a manner self-consciously inspired by much earlier periods of cinema. The cinema, says Botelho, "must cleanse itself from its sins and its excrement".

The Polish director Wojciech Has describes his film *The Tribulations of Balthazar Kober* as "dream work". "One must distinguish," he says, "between films which are snapshots of reality and those which find their roots in deep psychological strata."

The film is set in Germany at the end of the 16th century, a period of religious turmoil and intolerance throughout Europe. Balthazar is an innocent young man with a stammer, who nevertheless sees more than the others, communicating with angels and his dead loved ones.

The film is adapted from a novel by the French writer Frédéric Tristram, who in turn was

inspired by Has's 1965 fantasy *The Saragossa Manuscript*. As Balthazar threads his way through the perils of plague and Inquisition, exploring the forbidden intellectual world of Giordano Bruno and an underground of free-thinkers, one suspects parallels with the dilemma of the young generation in present-day Eastern Europe. Unfortunately, while Has's images are often intriguing, the real point of his narrative remains elusive.

For pure enjoyment nothing in Venice is likely to surpass *Things Change*, the second film as director of the American playwright David Mamet, who made his debut here last year with *House of Games*. His new film is a comic fable about the Mafia. An aged shoeshine is coerced into taking the rap for a murder, and an incompetent mob underling is set to guard him. Deciding to celebrate the old man's last days of freedom by going on the spree at Lake Tahoe, the couple get into a comedy of mistaken identities, with the honest old man passing for a Godfather.

Like *House of Games* it is filled with wonderfully vivid dialogue and eccentric characters; though the pervading charm of the film owes most to Don Ameche, the latin lover of the 1940s, now an elegant octogenarian, whose personification of the distinguished shoeshine man excels even his Oscar-winning performance in *Cocoon*.

Even when subjects are taken from history, there is the same compulsion to treat them as myth. Geza Berenyi's *El Dorado*, for example, is a panorama of Hungarian history from the end of the war to the 1956 rising, seen from the viewpoint of the toughest trader in a country market.

The character, with his hoard of gold and his conviction that even life and death can be bought with it exists on a symbolic level. Berenyi - previously a writer of admirable screenplays for other directors - has tried to give his film an appropriate look, but the torrential dialogue, high-pitched acting and frenzied camerawork achieves a sense of hysteria rather than of style.

Appointment in Liverpool, directed by Marco Tullio Giordana attempts to come to terms with a very recent piece of history - the catastrophe in the Heysel Stadium in Brussels on May 29, 1985.

Clumsy as the film is in its execution, it is fascinating to see the victims' view. The heroine is a young woman living in Cremona who saw her father killed by English supporters that day and has remained traumatized ever since. Her immediate shock is constantly renewed by the police investigations.

Finally she sets out for Liverpool determined to seek out and kill the killer.

Faced with her intended victim, she finally pulls back, seeing that she will be only repeating his crime.

It is fascinating and distressing to see ourselves as others see us, in

the light of such publicized events. Liverpool appears in the film an ugly, hostile city, full of ignorant and violent people. When the heroine approaches a group of young men in the street, she is instantly beaten up. The police are cold, bullying, ruthless, bent only on convictions. Clearly, Italians still remember Heysel and do not perceive England as a green and pleasant land.

Defiantly Claude Chabrol returns to unfashionable realism in *Une Affaire des Femmes*, a kind of companion piece to *Violette Nozière*, his re-creation of the career of France's best-loved murderess.

Isabelle Huppert this time plays the last woman to be guillotined in France. The film presents her as a simple, good-hearted provincial woman, who casually falls into the business of abortion to help women who have got pregnant while their husbands are fighting in the Second World War.

Finally arrested, she becomes a victim of the moral hypocrisy of the Vichy Government, championing work, family and country. As an example to others, she is sentenced to capital punishment. The sensitivity of the film; the generosity of its view of a simple, disappointed woman, tempted by money that can buy comforts she has never been able to afford; the indignation at social hypocrisy, are a marked departure from the waspish comedy of Chabrol's thrillers. Huppert is revealed as an actress of growing range and subtlety.

PROMENADE CONCERTS

Wagner cheers

Concertgebouw/
Chailly
Albert Hall/Radio 3

The Promenaders were in high fettle on Friday night at the first of two concerts by the Concertgebouw Orchestra from Amsterdam.

Perhaps galvanized by the presence of television cameras, they sang out encouragement to the attendant who hoisted the lid of the grand piano; they suggested they might have *Mastersingers* (whether overture or opera I was not quite sure) while they waited for the pianist to appear, and they put another idea for an encore to Riccardo Chailly before he smilingly launched into the Prelude to Act 3 of *Lohengrin* to supply it.

Such a taste of Wagner was really all that could follow the hour-long acquaintance with Bruckner's Third Symphony in the second part of the programme. As John Higgins pointed out in his interview with Chailly on Wednesday's Arts page, the work is pretty familiar territory for the conductor as well as an orchestra, now in its centenary year, to whom it is part of an enduring tradition. This time tradition was refreshed as well as respected.

The performance helped to do this by the spirit and character it brought to each of the four movements. Perhaps one might have hoped for an earlier edition than the revised version edited by Nowak, with its various shortcomings, but the richness of all that we heard was given full measure by an orchestra enlarged to double strength among the woodwind, with an extra trumpet and trombone as well.

More impressive even than that weight of sonority was the splendour of the string ensemble built on a foundation of nine double-basses, especially in the noble slow movement. Here the conductor never forgot that Bruckner modified his *adagio* marking by adding *quasi andante*, and the sometimes abrupt changes of tempo within this were skilfully done, before reaching a finale of imposing proportions and radiant assurance.

Noël Goodwin

Concertgebouw/
Chailly
Albert Hall

Riccardo Chailly's move to the Amsterdam Concertgebouw Orchestra as principal conductor is clearly a significant appointment. Only the fifth person to hold that job in the orchestra's 100 years of existence - and the first non-Dutchman - the Italian Chailly elevation to the prestigious post comes as something of a reward for his track record of commitment to a single orchestra, and evidently, on the basis of his Prom with the Concertgebouw on Saturday night, Chailly has used his six-year term with the Berlin RSO to deepen his approach to the standard repertoire as well as to acquaint himself with less-familiar works.

Chailly's restraint in refusing to leap from one international podium to another throughout that time is mirrored by his patience with a score such as Tchaikovsky's Fourth Symphony, which received something very different of the standard high-voltage, near hysterical treatment. Rather, each movement was allowed steadily to build its own momentum, with lavish attention given to orchestral detail - a solicitous flute counterpoint here, a revealing antiphonal passage there. The Concertgebouw is perhaps characteristically Dutch in playing in a polite and conciliatory fashion rather than with extrovert passion, and Chailly's considered approach is one that brings out some of their finest qualities.

Shostakovich's Cello Concerto No. 2 is the yet more subdued, introspective work from the composer's later years along with the American cellist Lynn Harrell, conductor and orchestra sustained a remarkable sense of brooding uncertainty throughout the three movements, attaining at the end that unique and definable mood of Shostakovich poised so delicately between serenity and lack despair. Harrell, who had earlier displayed complete mastery over his instrument, in terms of both intonation and expression, was utterly at one with Chailly in his recreation of this enigmatically-muted conclusion to one of Shostakovich's most personal masterpieces.

Barry Millington

Air pink with big raspberries

Years and years of indoctrination have confirmed me in the belief that as between Radios 3 and 4, the former is a cultural pacemaker, the latter more the honest citizen. So if a play turns up on 3, that marks it out as on an altogether higher plain than the more mundane repertoire of 4.

It will stretch the understanding, play deeper tune on the emotions, maybe even alter a chap's perception of his life.

Periodically, however, the theoretical thought crops up that since the Radio 3 thing I am listening to so respectfully were to be coming at me from Radio 4, I would blow a raspberry and switch off.

The other day I happened to be playing a tape from a typical Radio 3 production to a group of adult students, when they blew the raspberry for me and invited me to switch off.

These were educated and intelligent people and it wasn't that they didn't understand what they were hearing. On the contrary, they got the point in the first few minutes and were astonished an author could go on for nearly half an hour without feeling obliged to enlarge upon it, let alone make another.

They were also irritated by his stylized dialogue and two-dimensional characters. Clearly this is not a description of Radio 3 as a whole, far from it, but there is a long-established strand within that vein and the past two weeks have been displaying it.

RADIO

Ten days ago we heard Iain Crichton Smith's two short pieces, *Mr Trill* and *The Visitor*. On Friday there was Perry Pontac's *Old Moments*. In the first, a man and a woman, sparked off by an obituary of their former schoolmaster, find he was not quite what he seemed to them when young.

The visitor of the second calls on his own old teacher, ostensibly to honour his retirement, in fact to settle several scores. The third ended with a bright young housekeeper poisoning one and burning the other of her odious employers.

In all these cases, there was greater or lesser stylisation of dialogue, neglect in character in favour of the two-dimensional, you got the point in the first few minutes and after that, none of it seemed to add much.

I am only glad I didn't have to listen to those students, the air would have been bright pink with raspberries.

The Options corner tucked away on Radio 4 FM of a Saturday afternoon conceals some good things and one of them is *Room to Listen*. Room to Talk describes itself as "a six-part beginners' guide to counselling and therapy", the beginners in this case being the clients, not professionals.

Dr Tony Lake presents, Fran Acheson produces and, as with the 1987 series on stress *More Than You Can Manage* programme, one gives ground for hope that the project as a whole will get a little way under the skin of human behaviour, fascinating as that skin can be and especially as depicted in Michael O'Donnell's *Relative Values* (Radio 4, Tuesdays, repeating Wednesdays; producer Sharon Banoff).

Listeners will no doubt remember his earlier series of ear-on-wall family portraits. This new one got off to an excellent start with the *Checkleys*, a paraplegic couple who have survived against all the odds to produce a son. He obviously feels his parents disability very keenly, but weathers it with a good deal of grit.

The *Seven Ages of Health* (Radio 4 Tuesdays, repeating Wednesdays; producer Deborah Cohen), apparently intends to shift the emphasis from treating diseases to avoiding them. It was interesting to hear a young mother - unprompted as far as I could tell - well aware that to breast feed her new baby would help to boost its immunity system. I wonder how many GPs, midwives and health visitors up and down the land are already that knowledgeable?

David Wade

The Boss steels the scene

ROCK

Amnesty Concert
Wembley Stadium

percussion end, though lacking the brass which so delightfully graces his current album, *Immigres*.

Peter Gabriel, ever a man to back the star system, appeared before Tracy Chapman, not afterwards as billed. Gabriel, who has had the longest involvement with Amnesty, had the most to say on the subject of human rights. He introduced "Games Without Frontiers" as a song deploring "racism and nationalism and 40,000 needless casualties in Nicaragua".

"Biko", his song about the death of the South African black consciousness leader, he declared to be as relevant today as it ever was. But "Sledgehammer", he assured us was a straightforward love song.

The sense of such monuments and fundamental issues at stake lent an untypically sombre air to the proceedings. This was not the straightforward "give us your money" razzmatazz of Live Aid, nor an exercise in banner-waving solidarity like that of the Mandela

concert. Long-term commitment to the complex ideal of human rights was being urged by a collection of artists who were not going to separate in a blaze of glory after the show but are set to tough it out on a long slog into uncharted territory.

When Tracy Chapman last appeared at Wembley it was as one of the many virtually unknown contributors to the Mandela concert who took their turn on the side stage in between performances by the main acts. Less than three months later, and the opening chords of "Across The Line", "Through The Wall" and "Fast Car" were enough to prompt immediate cheers of recognition, while a new song to mark the occasion, called "Freedom" was received with quick enthusiasm.

It was extraordinary to see one woman with an acoustic guitar hold sway over a crowd of these proportions but she did it with capacity to spare. As well as that haunting quality to her singing, she demonstrated the calm, commanding presence of a person who rarely has to raise her voice to gain attention.

Sing, his flowing blond locks longer than ever, turned in a typically seamless performance which seemed to wake up a

previously dormant section of the audience. But his material - that careful blend of smooth rock-jazz - seemed tired and over-exposed. Still, he caught the mood with "If You Love Somebody Set Them Free", "One World" and of course "They Dance Alone", the song addressed to the tragedy of the Chilean *desaparecidos*.

Bruce Springsteen's electrifying charisma was never so evident as at the moment when he stepped on stage to begin the opening bars of "Born In The USA". Suddenly, the whole long day became an event, the crowd galvanized into a dancing, clapping, swaying sea of humanity, the chill of the night air forgotten. Not only was Springsteen's set distilled to a mere hour, but he used the time to play a selection of only his best shots: "Promised Land", "Cover Me", "The River", "War", "Thunder Road" and others.

Just before "My Home Town", he went into one of his reveries, recalling how, as a boy, he heard freedom encapsulated in the chords and words of those classic three-minute rock 'n' roll records. Perhaps this tour will be able to make something a little more concrete from the essence of that same message.

David Sinclair

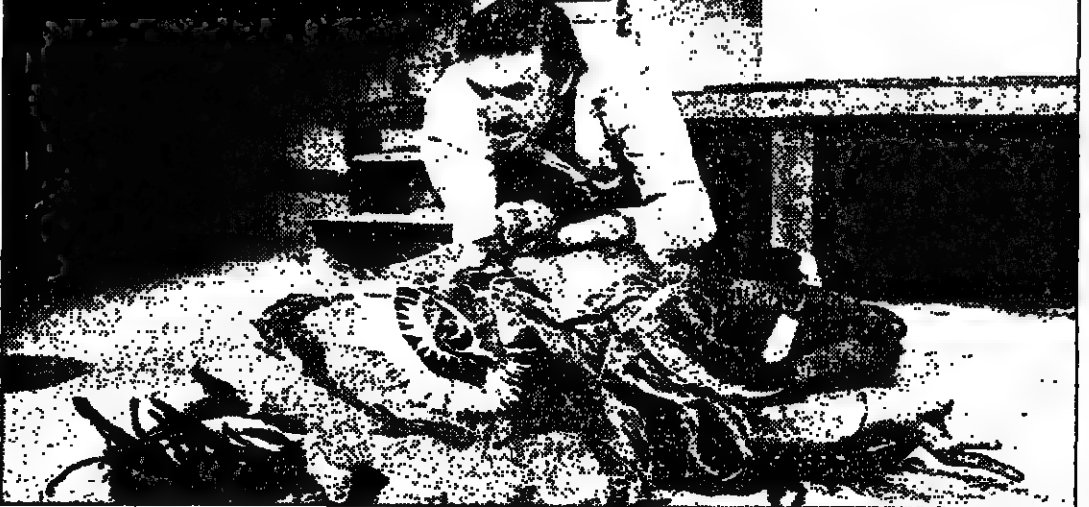
THEATRE

Roosters
Bush Theatre

In its way, this play is perfect and could be studied with profit by fledgling playwrights keen to discover what it is wisest not to do. Item One: The Exotic Locale.

Nothing is wrong with the exotic as such, and to Milcha Sanchez Scott, author of this account of adolescent angst in New Mexico, who was born of a Colombian father and an Indonesian mother on the island of Bali (and moreover now lives in Los Angeles), much of the disconcerting lifestyle of her characters may seem pretty routine stuff. On these people do not raise a disbelieving eyebrow when the head of a small Hispanic family, back from prison after killing a neighbour's boy, catches sight of his wife and cries, "My anchor, made from the hard parts of the earth!" But trouble comes, in London or LA, when the exotic setting, exotic phrases and bizarre events become building blocks for Symbolic Content.

This is Item Two. In the present example we have a killer rooster, for these Hispanics inhabit a primitive society where the peons labour in the fields picking egg-fruit but the real men breed fighting cocks. The drawback this time is that the father-son conflict,



James Lourenson tackles a killer rooster, symbolic of a father-son conflict central to the play

core of the play, is shackled to the rooster symbol.

While the father has been in gaol the son inherited the rooster and will not part with it, even though he now dislikes the creature's fondness for killing its young. Father wants it and takes a knife to his son. However, Item Three is Over-decoration. The son (sensitive performance by Padraig O Loingsigh) has the hot for his father's wisecracking sister and exclaims, "Mother, sister, saint-woman, womb-woman, envelope me in your darkness!" Meanwhile his own sister (Maria Isabel

Hernandez), troubled by puberty and wearing paper wings, prays to God for a sign and thereupon levitates a yard in the air.

The sheer nerve of such a climax deserves some award. The cast performed this heady foolishness remarkably well, and the movements of the two roosters, fluttering their hindquarters and tilting their feathered heads, are brilliantly re-created by James Lourenson and Zeh Prado. Nancy Duguid's direction takes the story seriously, which is more than I could do.

Jeremy Kingston

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MONDAY PAGE

Code for the cost conscious

Moyra Bremner has written a book for those who want to do everything expertly — and inexpensively. Is she one of them? Maggie Drummond asks

The carrot soup was off. Off as in bad. "Gosh, how embarrassing," said Moyra Bremner. I'll say. There I was about to have lunch and chat with the doyenne of domesticity about her latest book, *Enquire Within Upon Everything*, which contains a rather detailed section on food hygiene complete with temperature chart and Latin names. But Bremner had clearly not taken her own exhaustive advice that morning, which cheered me up enormously. "I'd hate anyone to think I was some kind of Mrs Bossy Boots who does everything perfectly the whole time," she had told me just minutes before. Ha. But I can see the danger.

She is author of the best-seller *Supermums*, first woman presenter of the BBC *Money Programme*, former teacher and before that photographic model. Not to mention being a single-parent mother of three.

Her publishers had suggested I might like to interview her children on what it was like living with Supermums. This rather misses the point about her and her book which, she says firmly, is not designed for Superwoman, breathlessly exhorting the reader to cut every corner. Nor, mercifully, is it

a jokily over-opinionated style guide. "It's a point of reference if you want to know what is a current, correct, accepted way of doing things. But I am not laying down the law. Personally, I am all in favour of people doing what they feel easy and comfortable with."

Ease and comfort, however, mean different things to different people. To Bremner they mean an overflowing herbaceous jungle of a front garden in suburban south London where other natives are content with easy-care lawns. Inside, the masking tape around the doors bears witness to some practice at doing it herself. Yes, once in a moment of extravagance she had hired a decorator. But he left nasty patches on ceilings, not obvious until long after he had disappeared. There are good pieces of furniture culled from junk shops. She makes all her own soft furnishings. Sheer convenience is not, one gathers, the most worshipped household god.

Bremner is the front woman for that tribe of cost-conscious but connoisseur-y women (and increasingly men) who want to know where to find old bricks. Or who, at their worst, are terrible keen to tell you. For them her new encyclopaedia must seem like manna,



Moyra Bremner: providing the link between problem and solution during "the era of the organization"

'It is true that competent women terrify many men over the age of 30'

as well as manners, from heaven. Today I was to help her decide the relative merits of *bresaola* from Sainsbury's and Marks & Spencer while discussing the other complexities of modern life to which her magnum opus is addressed.

Enquire Within is not a new title; the original was first published in 1856. It was updated until the end of the 1970s by which time it had degenerated into a stiff and starchy collection of sermons by experts. The new one has been entirely rewritten by Bremner herself — all 600,000 words of it packed with hard information and glossed with anecdotes and quotes.

It took two years and what she termed "a shifting army of researchers" to track down and check with first sources and

therapy (she is not certain she will try it), personal portable pensions and child abuse.

But what about the masses of specialist books now available on these subjects? "That's exactly why everyone needs a book like this," she says. "It's simply too difficult to keep track of everything. Often you don't need that much detail, just the latest thinking on the subject and where to go next." One feature is the large number of organizations listed.

"It really is the era of the organization," she says. "There are self-help or official bodies for absolutely everything. The problem for the individual is finding and contacting them. I believe that's an essential part of a book like this."

How much has really changed? Not, it seems, our preoccupation with social behaviour. Indeed, according to Bremner, there may be a whole new market for manners. "There are lots of people who have moved up out of the social group into which they were born."

"Etiquette is a bit like venereal disease. You don't want to ask anyone's advice because you've given the game away. But if a wife wants to know the accepted way in which to entertain her husband's boss she can consult my book. I am just suggesting a way of doing things which will stop her going wrong."

She is surprisingly reticent on the subject of sexual etiquette, surely more of a dilemma for many in the Eighties than table settings. With three children, two boys, one girl, now in their twenties, perhaps she should have applied her incisive mind and sense of humour to suggesting a, if not the, right way to ask a chap to use a condom. "I didn't include that kind of thing, perhaps I should have. But there is no acceptable way yet evolved for that particular problem."

"Personally I would say, 'no chance, mate' and get out of bed." Oddly, we don't get the social rules for smoking either — where there certainly has been a great deal of opinion hardening. But you can't go wrong being under-dressed at a do, according to the book, though Bremner herself likes dressing up given half the chance. And no wonder, for at 46 she still sports

the studied glamour and self-awareness of a Sixties beauty.

What gives her book the real smack of authority is the fact that she has been a single parent for the last 21 years — ever since her ex-husband walked out leaving her with three children under the age of four. "You simply do acquire a lot of knowledge in all kinds of areas because you have to," she says, slightly apologetically. "You can't afford to pay a little man 25 quid to come and mend the timer on the boiler. You jolly well have to learn to do it yourself."

"I've done all I have done from sheer necessity," she says. First she made children's clothes — then those bright plastic aprons unobtainable at the time. When her children went to school, so did she — using her drama teacher's qualification gained before her marriage.

She wanted something better paid and was doing an extramural degree in psychology when the chance discovery of an error in Denis Healey's 1974 Budget, which clobbered single mothers like her who were receiving maintenance, propelled her into angry protest and journalism. She then landed a job on the *Money Programme*, and then on the BBC's *Newsweek* — only, as the Americans put it, to be subsequently "let go".

But in her latest book she has combined her vast practical knowledge with the kind of missionary zeal for fact-finding you often find in those who are conscious of having missed out on the academic front earlier in life.

She says she was really interested in 90 per cent of the subjects in the book. "Writing *Enquire Within*," she says, "drew all those different and random strands of my life together in a really satisfying way."

But the consummate homemaker has never re-married. "It has just never worked out. I would love to get married again but it is certainly true that competent women terrify many men over the age of 30. Sometimes I feel I am writing myself out of marriage with every book that I produce."

Enquire Within Upon Everything is published by Century Hutchinson on Thursday (£15.95)

The reluctant soap star

The RNLI this week commemorates Grace Darling, who became the very first romantic heroine of the tabloids

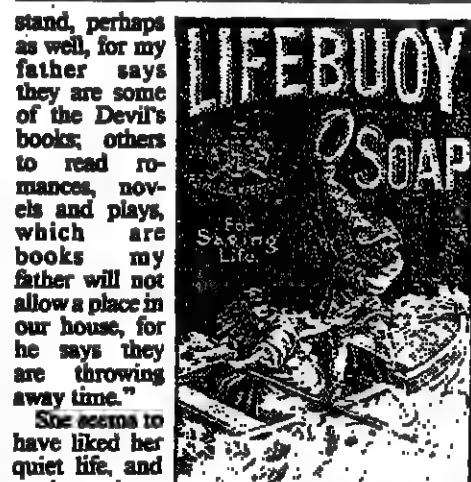
A hundred and fifty years ago this month the steamer *Forfarshire* lost power and was driven on to the rocky Farne Islands off Northumberland. In the early morning light the keeper of the Longstone Lighthouse rowed out to the rocks and took off nine survivors, and two dead infants. Later, he headed his day's log "Melancholy".

That was his only concession to drama; a few lines further into his log, William Darling was prosaically listing the ship's cargo of "superfine cloths, boiler-plate and spinning gear". The journal does not even mention his assistant: it was his unmarried daughter Grace, aged 22. She took an oar for the row out, and manoeuvred the cobbles alone while he mustered the survivors to jump aboard. Men from the *Forfarshire*'s crew rowed back and made a second trip, while Grace stayed at the lighthouse with the victims.

As far as the Darlings were concerned, that was where the story ended. It was unusual, but not astonishing, for Grace to have helped; her brothers were all away, and as she herself explained: "I have often had occasion to be in the boat with my father for want of better help, but never at the saving of any lives before, and I pray God never be again."

Grace Darling was no romantic figure. She was a Victorian daughter: her duties were domestic, and her leisure was passed in reading books on divinity and geography.

"When I have been on the Main," she wrote, "I am quite surprised to see people generally sitting after what they call getting their day's work done, they sit down, some to play at cards which I do not under-



Suds for a heroine: Grace's image appeared everywhere

stand, perhaps as well, for my father says they are some of the Devil's books; others to read romances, novels and plays, which are books my father will not allow a place in our house, for he says they are throwing away time."

She seems to have liked her quiet life, and to have been quite incapable of posturing. It is a bitter irony that this girl, who had never read a romance in her life, should have been turned into the heroine of one. But this was the dawn of the fact that she did her great deed in curling-rags. But the family were deeply distressed by another pennyworth: the invention that it was Grace who "urged her father to go off in the boat at all risks". To improve the drama, the papers shrank the stout lighthouse cobbles into a "frail skiff" and had Grace urging a positively unwilling father.

All this was anathema to the Darlings. Grace's sister, Thomasina, repeatedly protested that her father was an experienced seaman who would never have risked two lives in response to "girlish importunity"; the record shows him as a brave man. Grace — so respectful of

his virtues — must have been mortified to find her own reputation inflated by a stir upon his. Her deed was brave and humane and sensible, and is being decorously marked this year by the Royal National Lifeboat Institution with an appeal for a new lifeboat to be named after her. But she was never the dashing figure of legend, and, embarrassingly, she knew it.

There was a backlash, too. The Darlings suffered hostility from the local fishermen, and in later years, debunkers claimed that Grace did nothing, and that she had a love-affair and an incestuous relationship with her father. Poor ordinary Grace, pulling on her oar with calloused hands, and comforting a mother of two dead infants! She was no romantic to her wreck and the sea were real and nasty, deadly and sad; things to forget.

Grace Darling was a Victorian ideal; but she was also the first tabloid victim. Think of PC Trevor Lock, who phlegmatically did his duty in the Iranian embassy siege, and ended up by having to leave the home he loved in Dagenham because of the pressures of celebrity; think of the Falkland widows fictionalized beyond endurance; think of the survivors of Zebrugga, waking from private nightmares to find pressmen camped in their front gardens. Think of Hungerford. We may laugh at the Victorian hyperbolists, but we have long since beaten them at their own game.

Grace Had An English Heart, by Jessica Mitford is published by Viking on Wednesday (£14.95). The RNLI Grace Darling Appeal for a memorial named lifeboat: RNLI, West Quay Road, Poole, Dorset BH15 1HZ.

Margaret Vernon, Sandstock Road, Pocklington, Humberside

In her column ("Exhibiting for a Free Moral Ride", August 26) Barbara Amiel assumes that defending one's country is the highest moral duty. Most Greenspace activists would disagree. They would assume that defending the planet and all life from ecological disaster is more important.

Mrs Amiel also assumes that fighting any war for one's country is legitimate because wars are always fought for purposes of defence. But

Morality tale

TALKBACK

Americans who went to prison for burning draft cards did so because they perceived the Vietnam war as an attack on a foreign country for American strategic and economic interests, or at the least, a misguided interference in the affairs of that country. Which brings me to Senator

Quayle. His action in taking a "legitimate alternative" to fighting in Vietnam would indeed be "as moral as today's discount conscientious objectors" if he were not so fanatically patriotic. In reality, his extremely hardline position on the "defence" of America is not in line with his own

"moral" actions. To put it bluntly, let working class blacks do the fighting (and dying). That kind of morality, in my opinion, is called hypocrisy.

Barbara Hamilton-Smith, Stoneleigh Road, Limsfield, Chert, Surrey

Barbara Amiel would not have to look far for a "mature pacifist". Might I venture to suggest she reads *A Pacifist's War*, by Frances Partridge, a highly rational and delightful journal kept during the Second World War?

We're busy doing nothing

One of the most improving children's books ever written is *What Do People Do All Day?* by Richard Scarry. Its characters, anthropomorphic pigs, rabbits and cats, are always on the go, whether they are delivering the mail, putting out fires or pegging out the washing.

What people in Scarry's book don't do all day is sit in front of the VCR eating M&Ms and watching reruns of *The Mary Tyler Moore Show*. The work ethic for the play-school set is what we are talking about here.

However I think that even Mr Scarry would think that ironing your dusters every day is taking things just a little too far. Yet in a recent survey, it was discovered that 12 per cent of those interviewed actually did this while 17 per cent ironed their socks. It is not reported whether anybody admitted to ironing their thighs.

This is unwelcome news to me as I believe in cutting as

many domestic corners as possible in order to free myself for the finer things in life, such as writing a major novel, directing a play by Samuel

Beckett and inventing a weightless suitcase, none of which I have actually done. However, I have learnt that if you screw a hook on the wall above the bath and hang your creased clothes on it they will smooth out while you soak and won't need to be ironed.

Admittedly, I haven't tried this with dusters. Anything that bears the label "instant" finds instant appeal with me. I particularly like the kind of shoe polish that you squish on straight from the tube to produce a dazzling gleam without shoebrushes or unironed dusters. I am told that they don't feed the leather but I can live quite comfortably with the

thought of hungry shoes.

Some domestic chores outweigh the convenience of not having to do them. Better to iron Egyptian cotton sheets than sleep on slimy non-iron nylon. Better to push vegetables through a sieve to make soup than open a tin of E additives and monosodium glutamate.

I have become very adept at doing two things at the same time too — patchworking a cot quilt while watching a worthy documentary on television, unpicking the wax from the candlesticks while providing my children with a list of their shortcomings. This need to be fully occupied makes me very fidgety when I go to the theatre as I long to be getting on with my tapestry cushion cover while being enthralled by Maggie Smith.

It would be very nice for

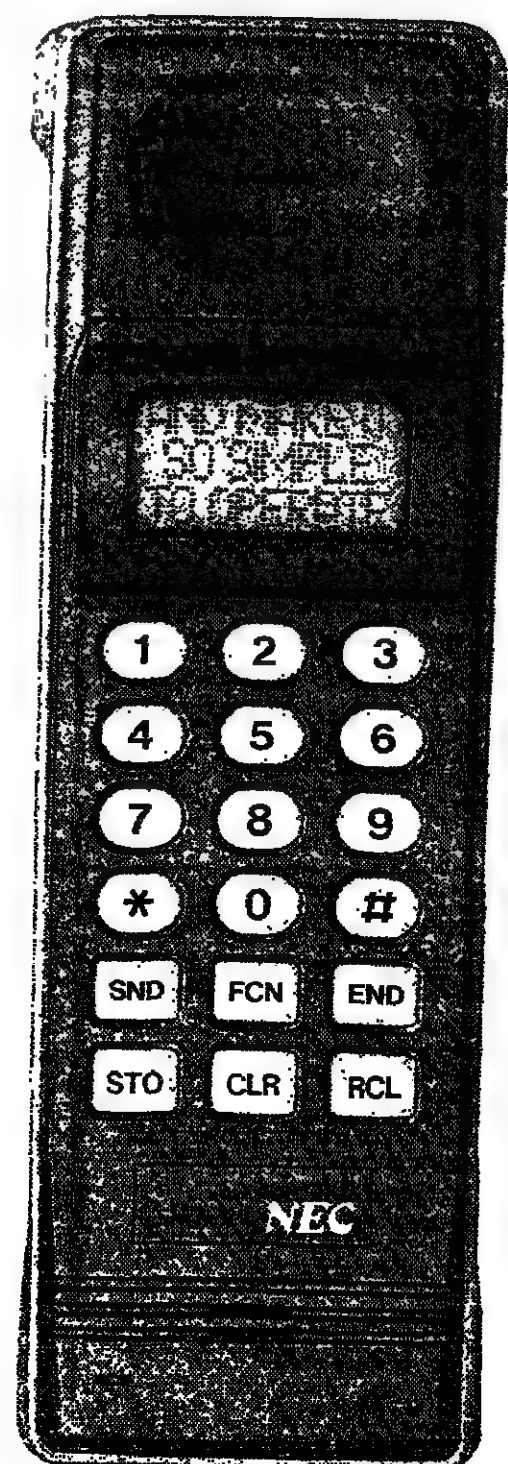
people going through a rather dreary period in their married lives if someone would invent something that transmitted on to the bedroom ceiling a whole page of the book you have reluctantly put down, so that you could read it while the world ceased to move during the course of other nocturnal activities. Then, instead of wondering miserably "Is that all there is?", you could satisfy yourself that at least you managed to finish the new Salman Rushdie at the same time.

I thought a lot about what people did all day when I read last week's series on nannies on this very page. It was clear about what the nannies did all day but pretty hazy about the mothers, one of whom shelled out £150 a week for somebody else to look after her children when she didn't have a job herself. What does she do all day while her children are off her hands? I suppose she gets on with ironing the dusters.

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TELEVISION AND RADIO

Compiled by Jane Rackham
and Ruth Sharman

BBC1

- 6.00 *Central AM*.
6.35 *Leon Errol in Lord Epping*.
7.00 *Breakfast Time* with John Stapleton and Sally Jones. Plus Kirsty Wark reporting from the Trades Union Congress in Bournemouth. Includes national and international news at 7.00, 7.30, 8.00 and 8.30; weather at 7.25, 7.55 and 8.25; regional news and travel reports at 7.27, 7.57 and 8.27.
8.55 *Regional News and Weather*.
9.00 *News and Weather*, followed by *Geoffrey Smith's World of Flowers*.
9.30 *Model World*.
10.00 *News and Weather*, followed by *The Flintstones* (r).
10.25 *Play School* (r).
10.55 *Five to Eleven* with Nicola Pagett.
11.00 *News and Weather*, followed by *Arthur Negus Enjoys*. First of 10 programmes visits *Uddelste House* (Czechia).
11.30 *Cook with Clara*. Clara Connery prepares a gourmet dinner for two.
12.00 *News and Weather*, followed by *Dallas*. Drama and intrigue amongst the wealthy and glamorous inhabitants of South Fork (Czechia).
12.55 *Regional Reports and Weather*.
1.00 *One O'Clock News* with Michael Buerk. Weather.
1.30 *Neighbours*. Charlene gets a fright: Helen and Paul get mad.
1.50 *Midsomer Murders*. The whodunnit-bound detective is once again involved in a fight to prove a man's innocence. Starring Raymond Burr (r).
2.40 *Hudson and*. In the first programme of a new series, the culinary couple are assisted by actress Dora Bryan when they prepare a variety of lamb dishes.
3.05 *The People's Court*. Judge Joseph A. Wagner gives a decision on a case concerning a girl's cotillure.

BBC2

- 5.55 *Open University*.
6.00 *Celestial*.
6.45 *Trades Union Congress 1988*. Jeremy Paxman and Vivian White present coverage of the 120th Trades Union Congress, opening in Bournemouth today.
12.45 *Songs of Praise* from Walsingham (Czechia).
1.30 *Pinny's House*. (r).
2.00 *News and Weather*, followed by *Wild Flower*. (Czechia).
2.10 *Trades Union Congress 1988*. Including 3.00 *News and Weather* and 3.55 *News and Weather*, followed by *Regional News and Weather*.
5.00 *Star Brass*. (r).
5.30 *Film: Sherlock Holmes and the Secret Code* (1946, b/w). Basil Rathbone and Nigel Bruce star in another crime decision tale. Directed by William Roy Neil.
6.40 *Fast Forward*. (b/w).
6.55 *Def II Animation Week*. Paul McCartney hosts the first in a series of programmes reflecting on the most exciting and innovative animation work over the past 80 years.

ITV/LONDON

- 6.00 *TV-am* beginning with *The Morning Programme* introduced by Richard Kaye. 7.00 *Good Morning Britain* presented by Mike Morris and Anne Diamond. 8.00 *After Nine* with Jayne Irving.
9.25 *Thames News and Weather*.
9.30 *Runway*. Travel and general knowledge quiz.
10.00 *Let's Pretend*. (r).
10.20 *News Headlines*. 10.25 *Thames News and Weather*.
10.30 *Film: Antinomy (1975)*. Animation about the world's animals uniting for an Olympic Games held at the Pwning Stadium. Directed by Steven Lisberger.
12.00 *Baby & Co.* Miffin Stoppard looks at the different ways we treat boys and girls (r).
12.30 *The Sallies*. Post-war Australian family drama series. UK News at One with Jon Snow.
1.30 *Thames News and Weather*.
1.30 *Snooker*.
2.25 *Thames News and Weather*.
2.30 *The Young Doctors*. Australian medical drama series. Dr Snape decides to take action; and Kim Barrington finds things are starting to fall into place.
4.00 *Children's TV* presented by Peter Sedgwick and Debbie Stone, starting with *Jim Henson's Sesame Street*.
4.10 *Tube Kids*. 4.20 *The Tube Kids*. Cartoon series based on the Tube. 4.45 *Knightmare*. Youngsters put their wits against the man in the black and white world of *Knightmare*.
5.10 *Snooker Update*. 5.15 *Blockbusters*. Fast-moving quiz game presented by Bob Holmes.
5.45 *News with Alastair Stewart*.
6.00 *Thames News*.
6.30 *Another Side of London*. Documentary about Clapham Junction, the busiest railway junction in Britain, made by a first-time director.

CHANNEL 4

- 12.00 *Just 4 Fun*. (r).
12.30 *Business Daily*.
2.00 *Film: Fancy Pants* (1946, b/w). Western farce about an out-of-work English actor who is taken to New Mexico by a cowboy who turns out to be his brother. Starring Bob Hope and Lucille Ball. Directed by George Marshall.
3.45 *Years Ahead*. Return of the topical magazine programme for the over-60s. Interviews with two of Britain's oldest people.
4.30 *Fifteen to One*. William G. Stewart presents the first in a series of the tough quiz game involving elimination rounds with high calibre general knowledge questions and a three-second time limit to answer them.
5.00 *The Abbott and Costello Show* (b/w). Bud and Lou get involved in an amateur theatre production with comic results.
5.30 *Held in Trust*. Diana Rigg visits the National Trust property in Bannockburn to Hill of Tarvit and Kellie Castle. (Orkney).

Getting on with gran



Belinda Sinclair, Kathy Staff and Katherine Schlessinger in a comedy about the generation gap and how mum, grandma and daughter cope under the same roof (BBC1, 8.30pm)

TELEVISION CHOICE

Sharp-eyed viewers who glance through the credits for the new comedy series, *No Frills* (BBC1, 8.30pm), will notice that it has a woman writer (Janey Preger) and director (Mandie Fletcher) and women as its central characters. Yet contrary to the expectations that this naturally arouses, it is not, primarily, a feminist piece. Rather (at least, to judge from the first episode) it is a comedy about the generation gap and the north-south divide. The comic situation is constructed around three generations of women: mother, daughter and granddaughter, and the tensions which result when all three come to live under the same roof. Kathy Staff, freed at last from the Nora Betty image, is Molly, a forthright Lancashire widow of traditional views who regrets the arrival of comprehensive schools and the National Health Service and declares that "they didn't

and hard-eyed and based on a shrewd insight into the way each generation forms its attitudes and sticks with them. I did wonder, however, whether the Kathy Staff character was a little too insulated from the modern world: surely they have heard of ravioli and courgettes in Oldham by now?

It is said that more people tune in to Barry Norman and Film 88 (BBC1, 11.00pm) each week than go to the cinema. The cynical explanation is that having heard from Norman what the new films are like, there is no need to see them. Or perhaps people simply find it an entertaining half hour, even if they have no interest in the cinema. Back for a new series, *Film 88* looks (somewhat belatedly, but as Norman might say, why not?) at the Cannes Festival winner, *A World Apart*, and at Neil Simon's autobiographical comedy, *Biloxi Blues*.

Peter Waymark

Fun and fundamentals

RADIO CHOICE

Considering that nothing dates as quickly as contemporary humour, I find it astonishing that I am continuing to chuckle at Russell Davies's *Radio 4* (Radio 4, 6.30pm). I know people who have given up on the series because it no longer makes them laugh. I have no sympathy with them. Had they been listening to what Davies has been saying, they would know that what he is trying to do is relate changing styles in radio comedy not to changing tastes in humour but to shifts in our social circumstances. To my knowledge, this has never been attempted before, and what I say is more power to Davies's sociological elbow, which covers the late 1940s, there is nothing that better illustrates the power of radio to foster a family feeling than

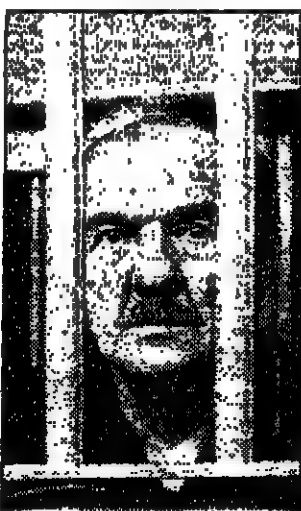


Fall BBC honours to Tommy Handley (R4, 6.30pm)

the decision of the BBC's then Director General, Sir William Haley, to leave his office on a February day in 1949, go up to the microphone and announce the death of Tommy Handley. Bereavement became a national emotion. Can you imagine the demise of a comedian

having the same impact in 1987? *Wilko's Weekly* (Radio 4, 7.20pm) this week concentrates on the *Ulster Gazette* published in much-troubled Armagh, four miles from the Irish border. Presenter Tony Wilkinson reminds us that, by refusing to lift his head up for the photographer, the new-born baby is showing a degree of wisdom beyond his lack of years. Keeping one's head down in Armagh can be a wise precaution. *Wilko's Weekly*, which can capture the essential character of a publication in a sentence or two, quietly emphasizes the particular problem of producing a newspaper in an area which has seen so much sectarian violence, by mentioning that no reporter who intends to be around for some time dares to risk a misquotation. Also, there is an apple grown locally that is called the Widow's Whelp.

Peter Daville



Karl Malden landing up behind bars (C4, 8.30pm)

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BBC2 *Wales Today* 1.00pm-1.15pm. News of Wales, West Wales, Central Wales, South Wales.
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AEROSPACE

FOCUS

A SPECIAL REPORT

Farnborough: the challenge

As thousands of eyes peer upwards towards the crackle and roar of jet aircraft flashing across the skies over Farnborough this week, the world's aerospace salesmen will be keeping their sights locked on to their order books, and the air show organizers will be keeping fingers crossed. The disaster at Ramstein, West Germany, in which three Italian aerobatic jets collided during an air show, has raised questions about safety. But the Society of British Aerospace Companies, which is organizing Britain's greatest aviation spectacular, is confident it has done all it can to ensure the safety of the 300,000 people expected to turn up.

With the world's airlines preparing for a buying spree in response to the massive growth in air travel, and the world's military men reorganizing their defence forces to meet the rapidly changing balance of power, the potential this year is more than ever for order books to be filled. Two years ago, at the last Farnborough Air Show, orders of more than £1 billion were announced during the week. This year, say many salesmen, that will be beaten easily.

Farnborough prides itself not on being the biggest air show in the world, but the best. The organizers say that while the Paris Air Show caters for the family day out, Farnborough is where the real work takes place.

Its success in attracting the world's high-level procurement executives, together with airlines, defence chiefs and vital private and commercial fleet executives, is second to none. Farnborough is equally the main attraction for the vast number of aircraft spotters and enthusiasts of the public who still get a thrill from watching the latest fighter show its paces, the lethal missiles on their stands and the vast number of light aircraft, commercial jets and huge bombers and transport aircraft lining the runways.

Largely thanks to glasnost, the Russian approach has been transformed, enabling the SBAC, to persuade the Soviets to bring their latest fighter, the MiG-29 to fly and, if the Soviet salesmen have

British companies are out to beat the last show week's orders of more than £1 billion

anything to do with it, to attract orders for sales. The MiG-29, known in Nato by the code name Fulcrum, entered service with the Soviet Air Force only three years ago. It is believed to be the most powerful and agile aircraft in production and has already stimulated a race in Europe and the United States to produce better counterparts. These, too, will be on show.

The arrival of the two MiG-29s — a single-seater and two-seater version — will set cameras clicking, and not only those of the aircraft spotters. For Farnborough is, more than anything, an intelligence-gathering exercise. Most of the intelligence gleaned has, however, nothing to do with the fantasy spy world but rather the simple exchange of ideas, problems and trends.

Designers of commercial jets will want to talk in detail to airline chiefs about how they see the future. Will there be a move towards bigger aircraft, as British Airways predict and the airport planners

and air traffic controllers hope?

Pilots will talk about the problems they experience in flying the aircraft produced by the world's leading manufacturers, giving them the opportunity to iron out design faults, making their lives more comfortable.

Engine manufacturers will not only have a unique opportunity to study in detail what every rival is doing but to talk to the aircraft makers on whose products their engines will hang, establishing any future trends from the airlines.

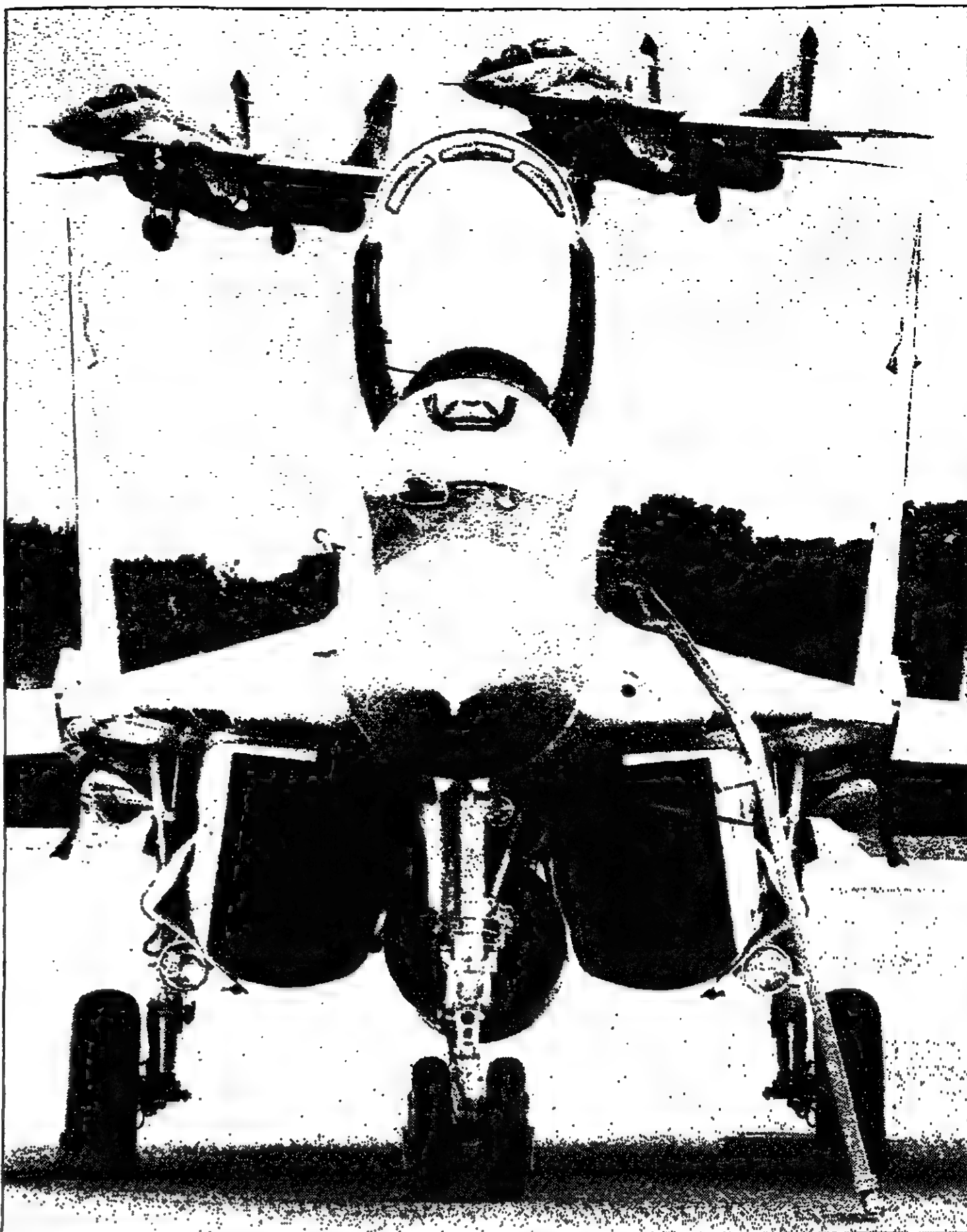
The defence chiefs will be able to compare, under one roof, the many weapons on display, talk to the manufacturers about their specific needs for the future, their changing role in the world and try to glean information about the way their neighbours are thinking. Electronic companies will be trying to match their research and development to the needs of the aircraft industry in general. Airlines, especially, will be interested in the new collision-avoidance systems now being produced to enable aircraft to prevent potential near misses in the ever more crowded airways.

Even broadcasters will want to talk to manufacturers of space vehicles and satellites about their plans and predictions for the future to enable them to plan which will be the best system to use.

To the casual visitor, it may seem that the company chalets, loaded down with food and drink, are simply relaxing tents from which the show taking place in the skies outside can be seen in comfort. In reality they will be filled with the essential crossflow of information between East and West, between rivals seeking to exploit any apparent weakness in their competitors' products, and where the talent scouts can try to woo a rival expert in avionics, design, sales, or marketing.

And because the show is in Britain, organized by British companies, our teams from British Aerospace, Rolls-Royce, Shorts, Plessey, Ferranti and the rest will try to ensure that they gain the most from the home advantage.

Harvey Elliott
Air Correspondent



Stars of the East: the Soviets have sent two world-beating MiG-29s — a single-seater, top left, and two-seater — to Farnborough

GUIDE

The Farnborough Show 2	
Aero enthusiasts	3
Military aircraft	3
Large commercial aircraft	4
Latest aero engines	5
Helicopters	5
Commuter flying	6
Training aircraft	7
Spacecraft	7
Airport support sector	8
Rising aerospace nations	8



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When enthusiasm takes to the skies

The eight-day spectacle of Farnborough draws together the world's most influential aerospace operators who come to this famous airfield to strike new deals that equal those on the Stock Exchange. Frank Robson explores the fascination

It is a shop window that reaches up to the sky from an eye-catching city of blue-and-white candy-striped chalets and exhibition halls. Then there is the essential window dressing of the Farnborough Air Show which will most interest the 350,000 visitors during this week's exhibition... the aircraft fly-

ing in the breathtaking displays, and others in the static array. About 100 newer aircraft types are on view, some, like the specially-equipped McDonnell-Douglas propfan-powered MD-80 and the Soviet MiG-29 Fulcrum super-sonic fighter. The enthusiasts moving in

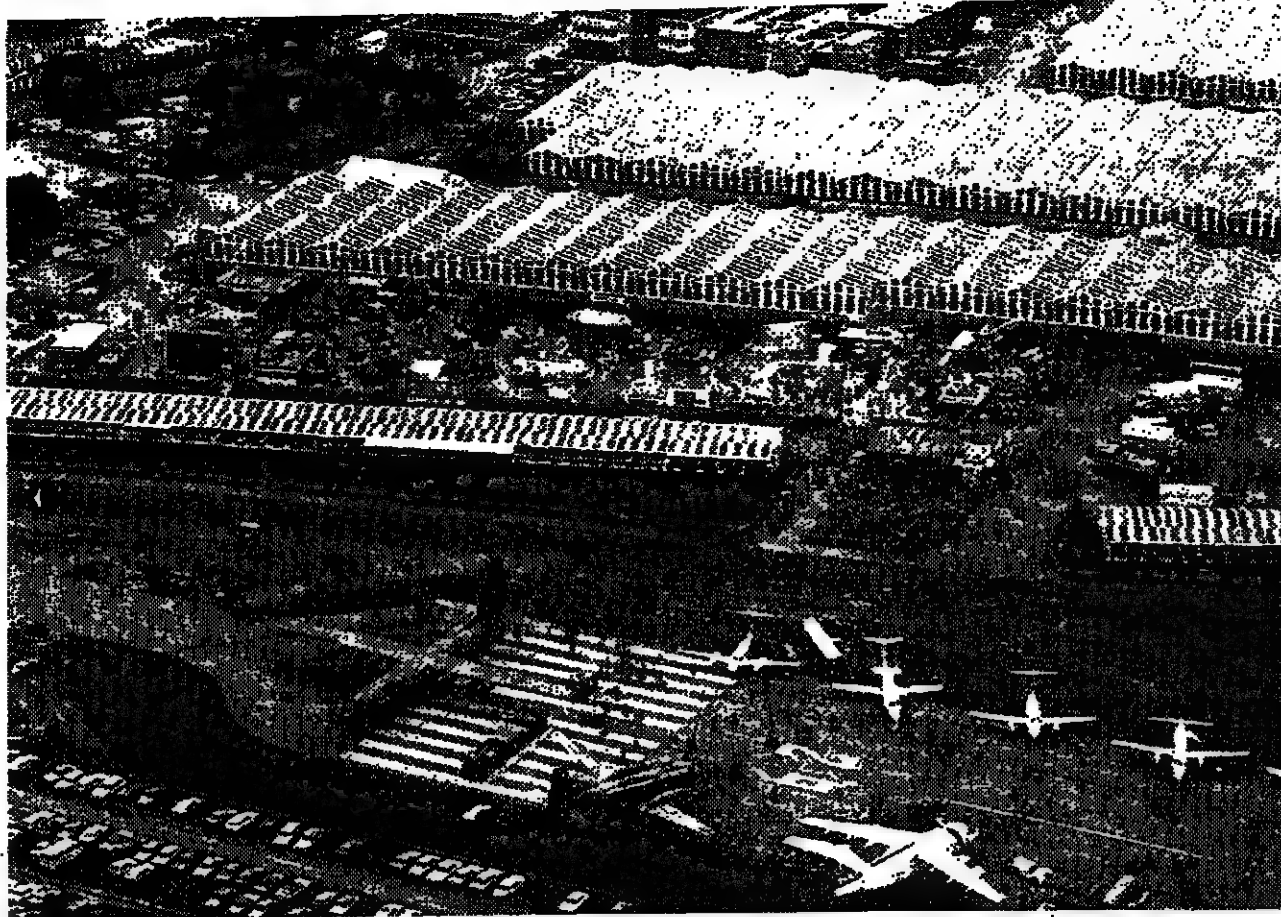
on the famous Hampshire airfield site to see and absorb, share a thousand differing interests in aviation. They vary from airline bosses, airport operators, designers and engineers, to military top brass and world bankers. And, of course, the plane-spotter fanatics always eager to support such a spectacular event.

The premier air show, with its aircraft and exhibits of avionics, engines, radars, communications, weapon systems and other gear, is the showcase of Britain's aerospace manufacturers—a shop window for the industry. Farnborough's 40th anniversary marks its annual turnover reaching a £10 billion record. Sixty miles of multi-coloured canvas has gone into the making of the show's marquees and chalets in what might be regarded as an update of the old English fair of centuries ago.

Nowadays the place of knights who once jousting in tournament has been taken by the fliers who hold spectators no less spellbound with their aerial skills.

Flags and bunting add to the spectacle, with prospective customers and other visitors wooed by generous hospitality on trade stands and in chalets allocated to 600 exhibitors.

The biennial eight-day Exhibition and Flying Display, which opened yesterday, is staged by the Society of British Aerospace Companies (SBAC), made up of 300 UK



Fun of the fair: Part of the Farnborough air show's city of canvas and candy-striped chalets

space and 50 more entertainment chalets than at the record previous show, the decision-making has been predictable.

Finding local hotel accommodation is impossible. And those who have managed a suitable room are being asked to pay West End prices, or double the usual cost.

Most of the 350,000 expected at the show however, will attend on the final Friday, Saturday and Sunday when it is open to the public.

Today and tomorrow, and Wednesday and Thursday are trade days only.

The SBAC spokesman, Air Commodore Dan Hone, describes Farnborough as "an aerospace exhibition without equal because first and foremost it is a trade show which puts the emphasis firmly on meeting the needs of the exhibitors, and then to attracting the people they want to meet there".

This year the Soviet MiG-29 combat twinjet, appearing at a top aerospace exhibition in the West for the first time, is being hailed by the show organizers as "a new star from the East". And in the spirit of the new glasnost the Russians say they will particularly enjoy watching the Red Arrows and 'of course', the Spitfire, Hurricane and Lancaster of the Battle of Britain Memorial Flight.

'Wooded by generous hospitality'

manufacturers. Both it, and as many exhibitors again from throughout the world, present products from any components to complete Airbuses and giant jet-engines, aircraft simulators, space gear and air weapons.

Farnborough International is a meeting place for the world's influential people in aerospace. The business deals

set in motion there rival those made on the Stock Exchange. Two years of intensive planning have gone into the show, which is a convention and a forum, where procurement managers from around the world see and learn of what is new in aerospace equipment.

Thousands of invitations go out through British embassies and high commission abroad,

and through embassies in London.

The cost of taking part in the show can be high, especially for some overseas manufacturers who only in more recent years have been permitted to exhibit.

A company can pay as much as £350,000 for a hospitality chalet and exhibition hall space, and close to £1.5

million if an aircraft is included in the flight line. Not surprisingly such costs continue to raise questions as to whether related benefits are worthwhile. But almost as much of a problem is for manufacturers to decide if they can afford not to have a worthwhile presence.

With exhibitors booking 20 per cent more exhibition hall

Taking time for an original busman's holiday



Something for everyone: The Dassault Mirage 2000 of France at close quarters

Rewards to appease a growing army of fans

Ask any of the army of aero enthusiasts invading Farnborough during this week's International Air Show and Flying Display to list their interest in aviation, and the chances are the reply will be... "everything!" writes Frank Robson.

Most fans, however, have favourite aeronautical items which command much of their attention, particularly the following for military aircraft from World War I and II vintage to present supersonic and other types.

When viewing or photographing the latest jetliners, business and light aircraft or the huge assortment of private planes, enthusiasts tend not to allow the newest technology to woo them completely from their affection for yesterday's aeroplanes. A hankering for aircraft both ancient and modern is an essential requirement of aviation addiction.

The numerous enthusiast groups as well as individual fans who attend perhaps a dozen or more aviation exhibitions or flying events in a year, include thousands who, apart from their amateur interest, earn their living in the aviation industry. Among them are even Concorde and other jetliner pilots.

Engineers and technicians add a further aeronautical twist to the meaning of a "busman's holiday". Also thousands of private pilots and weekend fliers who when they are not airborne themselves, are watching others take to the skies or scrutinizing aircraft and equipment on the ground.

But for many thousands more in an assortment of non-aviation jobs, their only direct link with aviation is by turning up at airports, museums, air shows and flying exhibitions.

They travel the country—and in many cases much of the world—in pursuit of their hobby. Between them they spent a fortune on travel, admission fees, plane-spotter books and specialist magazines, and such gear as cameras and binoculars.

As always, the biennial Farnborough Air Show, this year celebrating its 40th anniversary, is the big one they don't want to miss.

And in recognition of their following of aviation, the "elite" of Britain's plane-spotter fans were allowed admission to the show yesterday. It was the first time that any members of the public have



Ralph Lunt: Not a spy, merely a fanatical plane spotter

been allowed in on the Press Preview first day of the show.

At previous Farnboroughs, the enthusiasts have had to mingle with public-day crowds of 90,000 and more. This year, however, the Society of British Aerospace Companies, which put on the show, accepted that the super-fans had a special entitlement to the nearest thing to their "own day", said the SBAC's spokesman, Air Commodore Dan Hone.

About 15,000 of them shared the comparatively crowd-free "open spaces" of the air-show ground with the media. A ticket cost them £15 plus a fiver for car parking, compared with £9 and £3 being charged for the Saturday and final Sunday public days.

It's hard to choose a single favourite reason for visiting Farnborough. "Because there's so much to see," says Ralph Lunt, 29, a well-known air enthusiast.

Ralph, a computer operations analyst from Shepperton, London, sprang into the headlines earlier this summer when jailed in Greece for showing too much interest in aircraft at Salonika Airport.

He was freed on appeal from his 14 month sentence after his mother flew to Greece to persuade a judge that her son was not a spy, as accused, but a fanatical plane spotter.

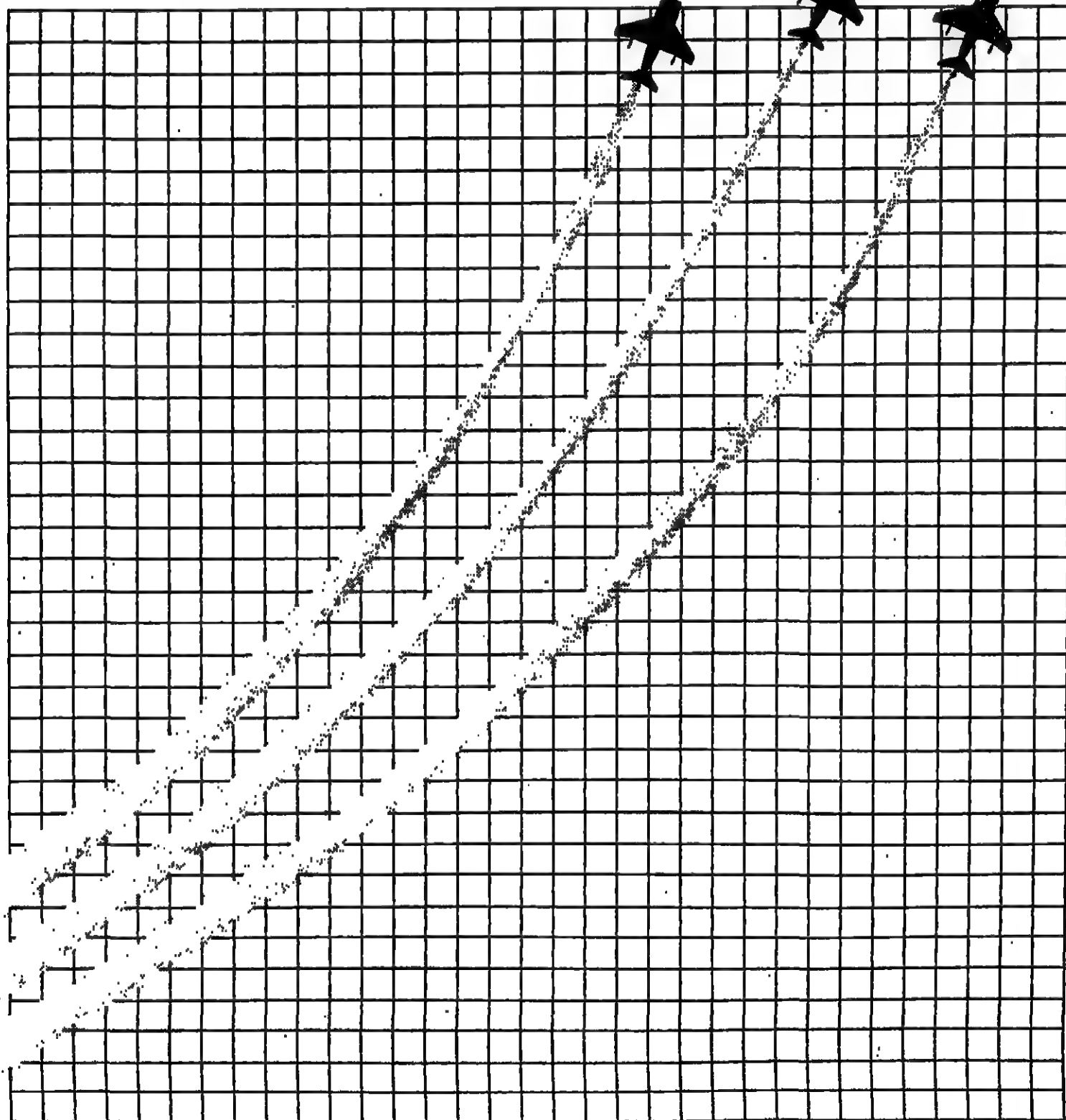
All airports in Greece, including those used by holiday jetliners, are defined as military bases, and photography is forbidden. So too is close scrutiny even of aircraft such as ageing Lockheed T33 trainers—which is what led to Ralph's arrest in April when making notes about that type of plane.

Undeterred by his Grecian experience, Ralph was telling friends immediately after his release from Salonika's notorious Seven Towers jail: "I will definitely be at Farnborough. He said: 'I made up my mind to be there when after being freed I learned that tickets had been set aside for enthusiasts on the Press Revue day'."

One of Ralph's main reasons for wanting to be at this year's Farnborough is for the first public appearance in the West of the pair of Soviet MiG-29 Fulcrum fighters.

The lethal Russian supersonic jets, like other aircraft in Farnborough's static display and those included in the flying programme, are available for photographers—and to have notes taken about them.

Said Ralph: "I am interested in both the single-seat MiG-29 and the two-seat version." Other aircraft he expects to be viewed with special interest throughout the Show include France's Mirage 2000 and Rafale.



Growth curve.

The growing world strength of Plessey in aerospace is the result of a three-pronged strategy.

Growth through pursuing significant contracts in Europe and the USA, such as those it has won recently in electronic warfare, fuel pumping systems and the Strategic Defence Initiative and is bidding for in the European Fighter Aircraft.

Growth internationally through acquisitions, like that of Leigh Instruments and the Electronic Systems Division of Singer.

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And through expanding its stake in the Italian electronic warfare specialist, Elettronica. With such moves, Plessey is widening its technological base and strengthening its presence in North America and Europe.

Growth through research and development, enabling it to provide integrated avionics packages and work towards the ultimate fusion of aerospace electronics and engineering.

Plessey is meeting the needs of military and civil aircraft worldwide.

Its solutions cover identification, navigation, communications, flight data, electronic warfare, armament control, fuel pumping, actuation, electrical generation, power control and aircraft components and assemblies.

Plessey in aerospace is firmly on the growth path to success.

PLESSEY
The height of high technology

The military displays its aerial might

The Russians will steal the show at Farnborough this year with their decision to display their latest jet fighter, the MiG-29, codenamed Fulcrum by Nato. Two Fulcrums, a single-seater and a two-seater, will be at the show and are expected to give regular flying displays.

The Soviet Union, which is sending a large team to Britain, is presumably hoping that the first demonstration at Farnborough of one of its modern fighters could generate sales. But, perhaps above all, in the era of glasnost, the participation of the two Soviet front-line fighters is more an exercise in public relations.

Whatever the reason, it is a considerable coup for Farnborough. In previous years, the Russians have limited their contribution to helicopters and civil transport aircraft.

The Fulcrum, which has been operational since 1985, is a good example of the way in which the Soviet Union has succeeded in closing the technological gap with the West. The aircraft closely matches the advanced designs of its Western counterparts.

It is fitted with a large pulse-Doppler look-down, shoot-down radar, which gives it day and night, all-weather operating capability against low-flying targets, including cruise missiles.

The twin-engined aircraft compares in size and profile to the American McDonnell Douglas F/A18 Hornet.

The MiG-29 will replace the MiG-21, Su-21 and also some of the MiG-23s, though these aircraft, with the Nato code-name Flogger, will remain in the Soviet Air Force inventory for a long time.

The Russians have so far built about 450 of the MiG-

Though the Soviets will steal the show at Farnborough with their MiG-29s, interest in other countries' military might will be intense. Among the rivals will be the French-built experimental Rafale, the Italian AMX and, in mock-up form, the British Aerospace EAP

29s, all of them operationally deployed west of the Urals, which illustrates the Soviet Union's concern over countering the latest Nato fighters.

They are armed with six medium-range supersonic AA10 Alamo air-to-air missiles, which have an active radar homing guidance system and/or the close range, infrared homing AA11 Archer missiles.

One of the main competitors for attention at Farnborough will be the Rafale, the French experimental combat aircraft developed by Dassault-Breguet.

The French are still looking for international partners for their new multi-role aircraft. The single-seat, twin-engined Rafale was first rolled out of the assembly plant in December 1985.

Also on display will be the AMX light fighter bomber and

reconnaissance aircraft, which has been developed by Aeritalia, Aeritalia and Embraer for the air forces of Italy and Brazil.

The AMX, which will be capable of carrying out missions at high subsonic speed and very low altitude, began production in July 1986. So far a total of 317 AMXs have been ordered by the Italians and Brazilians.

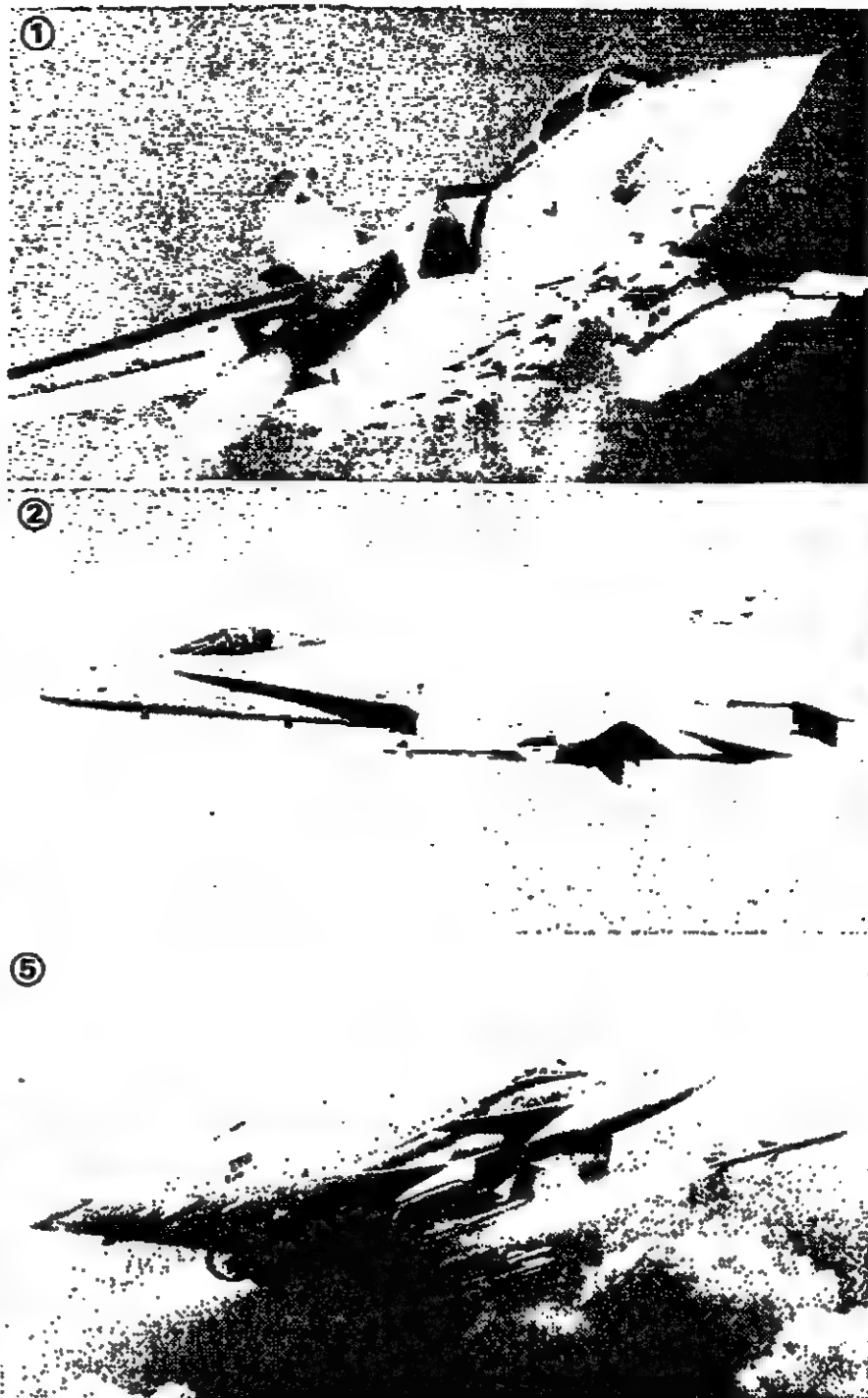
British Aerospace's experimental aircraft, EAP, the advanced-technology demonstrator for the European Fighter Aircraft (EFA) programme, will not be flying this year, though there will be a full scale mock-up. It was first shown to the public at Farnborough two years ago.

However, Tornado, the F3 air defence version, will be on show as it has in previous years. Tornado continues to be a major success story for British Aerospace, following the record-breaking £10 billion arms deal with Saudi Arabia involving, among other items, a further 48 of the aircraft.

Tornado is built in collaboration with MBB of West Germany and Aeritalia of Italy but British officials, understandably, like to point out that Britain is the only partner to have found a lucrative export market for the aircraft.

The RAF's strike version, the multi-role Tornado IDS, has now been equipped with the new JP 233 low altitude airfield attack weapon system and will also be armed — though not until 1990 — with the Alamo anti-radiation missile, developed by British Aerospace with a Marconi passive radar-seeking system.

The Tornado ADV air defence version is armed with the medium range, high performance air-to-air Sky



1. The Panavia Tornado F3 equipped with Skyflash and Sidewinder missiles
2. American McDonnell Douglas F/A18 Hornet
3. French experimental combat aircraft developed by Dassault-Breguet, the Rafale
4. The AMX light fighter-bomber and reconnaissance aircraft developed by Aeritalia, Aeritalia and Embraer
5. Britain's choice: the £20 billion European Fighter Aircraft EFA (British Aerospace built the EAP, the advanced-technology demonstrator)

Flash missile. This was the first air-to-air missile to enter operational service in the world equipped with semi-active monopulse radar guidance, enabling it to carry out effective "snap-down" as well as "snap-up" attacks.

Missile guidance systems are improving at such a pace that the next generation of "smart weapons" are already being called "brilliant weapons", which, after launch, will be able to "search for a target, detect, identify, select, track

and guide themselves to a successful impact."

But, most significantly, the military aerospace industry is now in the era of Stealth technology, building aircraft that will be "invisible" to enemy radar.

The most dramatic Stealth design is the Northrop B-2 Advanced Technology bomber, which has been taking shape in a top secret facility in the desert region of Palmdale, California.

It is a flying wing, with the

four General Electric F118 engines, conventional and nuclear payload and two-man crew, all concealed within its thick airframe.

The latest details released by the US Air Force disclose that the aircraft is about as long as an F15 fighter, but with a 172ft wingspan which is almost as wide as a B52.

In spite of delays and concern in Congress over the huge cost of the programme, US Air Force officials are now confident that the first flight of the

Stealth bomber will occur in early to mid-December.

There is also continuing interest in developing a supersonic, short take-off, vertical landing (STOVL) fighter. At present British Aerospace and Rolls-Royce in Britain and Lockheed and McDonnell Douglas in the US are working on separate design configurations.

On the basis of a memorandum of understanding that was signed between Britain and the US more than a year

ago, these various studies will eventually be pooled.

It is envisaged that the STOVL aircraft would carry a larger payload and have a greater range than the Harrier or Flogger, the Soviet equivalent. At present there is no military requirement for a STOVL fighter but there is increasing optimism that such an aircraft could be flying after the year 2000.

Michael Evans
Defence Correspondent

Our wings reach new heights before they leave the ground.

These are the wings for the Fokker 100. They were designed and built by Shorts.

Before they tested them in the air, Fokker, as a matter of course, tested them on the ground. To see they came up to specification.

Using a rig that simulated thousands of flight cycles in all manner of weather and turbulence, they subjected them to stresses far greater than they were ever likely to experience in reality.

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Their impressive performance lies in a unique design that integrates an advanced primary structure with wing flaps made from the very latest in composite materials. (An area where Shorts lead the way from their state-of-the-art manufacturing centre in Belfast).

As well as an impressive safety margin, the wings boast an extremely efficient airflow which means less fuel burnt and greater economy.

Small wonder the Fokker 100 is already in operation with Swissair and on order with several other major airlines including USAir, KLM and Braniff.

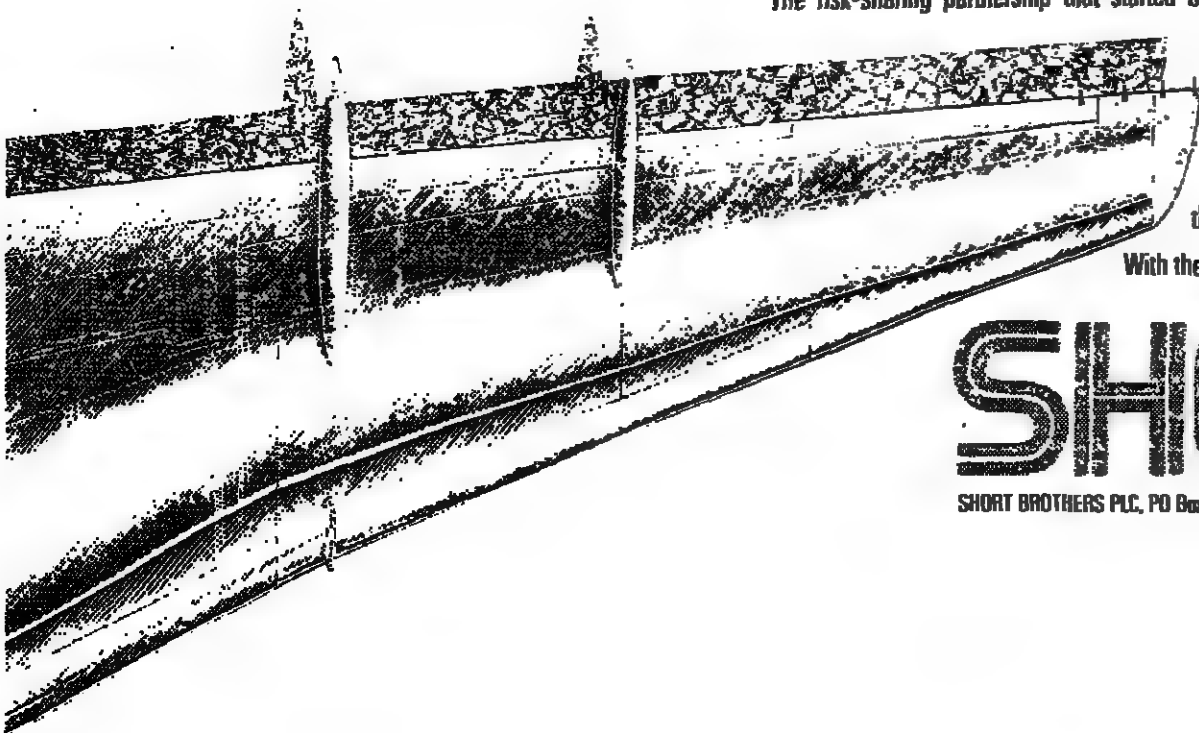
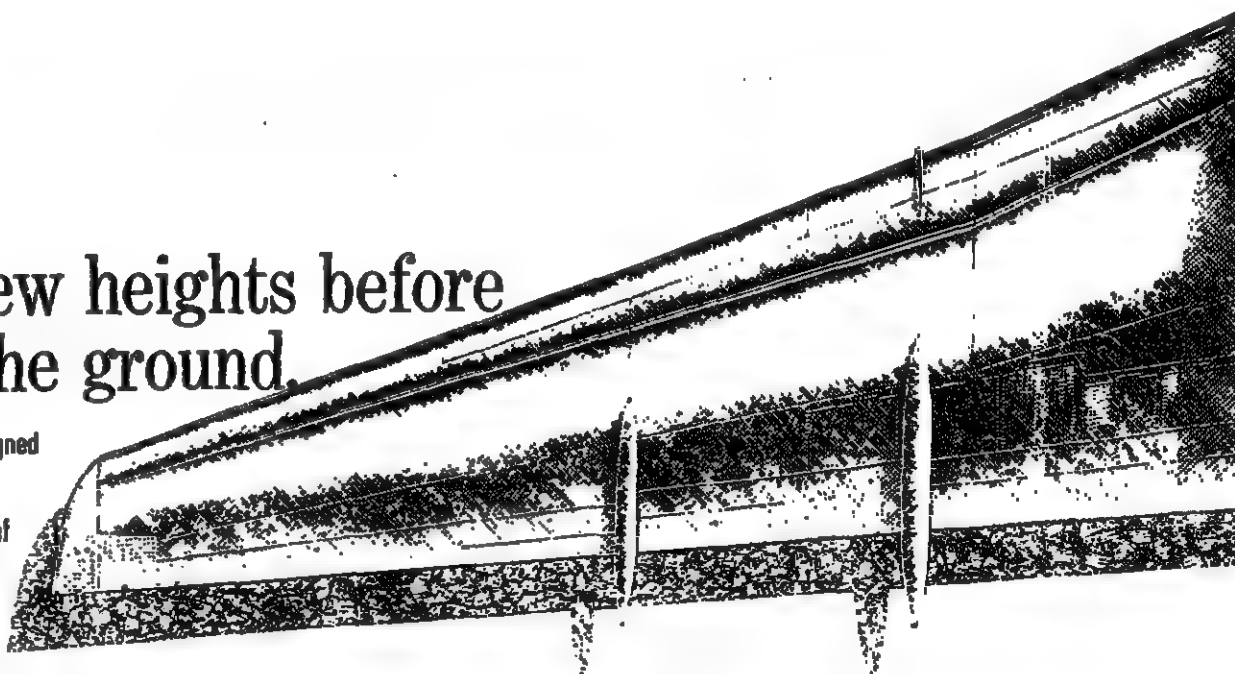
The risk-sharing partnership that started between Fokker and Shorts with the F28 is proving a success once again.

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AEROSPACE/4

FOCUS

Airline manufacturers are benefiting from the economic surge, says Harvey Elliott

Queues to give a planemaker cause to smile

Never before have the commercial aircraft makers attended a Farnborough Air Show with such broad smiles on their faces, and such bulging order books. Any airline wanting to buy a new jet will almost certainly have to wait for at least three years, and may even be told that nothing is available until 1994.

The healthy state of the world economy, the need to replace older, noisier jets and the enormous growth in demand for air travel have all contributed to the boom.

Boeing alone has sold more jets this year than ever before, and there are still four months to go. It has a backlog of well over 1,000 orders, is stepping up production rates so that one new aircraft leaves the production lines every working day and is starting to wonder whether the huge surge in demand will lead to problems in maintaining its traditional tight control on quality.

Airbus has clinched orders for 136 aircraft, worth \$5.628 billion, so far this year, with a further 67 options and has a backlog of 540 orders to be fulfilled.

McDonnell Douglas says it is "sold out" on its popular MD 80 range of aircraft until 1992 at the earliest and even the MD 11 long-range jet, which still needs a leading US airline as a customer before its makers can really relax, has enough orders to keep the production lines busy for at

least two years. Provided the world economy does not collapse — and some economists predict that such a disaster may just be around the corner unless interest-rate rises are curbed — the plane-makers see little chance of the present boom coming to an end.

Aircraft orders have proved to be a direct, and accurate, reflection of the world economy. Manufacturers were severely hit by the energy crisis of 1973, then made a recovery between 1976 and 1979 as travel increased.

Between 1981 and 1983 new orders dropped again because of over-capacity, higher interest rates and airline losses forced a halt. Aircraft life was extended as airlines tried to make do with what they had rather than buy new fleets.

Now all that has changed. The world economy has recovered, air travel increased dramatically and over-capacity reduced, partly because of a fall in the number of airlines.

Airlines are more profitable and the decline in the dollar — the traditional currency used for buying new aircraft — has made purchases from the United States more attractive than ever before to European and far-eastern airlines.

Indeed, with fuel prices almost certainly continuing to be held low, new technology and automation bringing far better efficiency from the aircraft fleets, lower labour costs and phenomenal growth in travel forecast, it is now confidently predicted that the number of people travelling

by air will double by the year 2000 and increase by two and a half times by 2005.

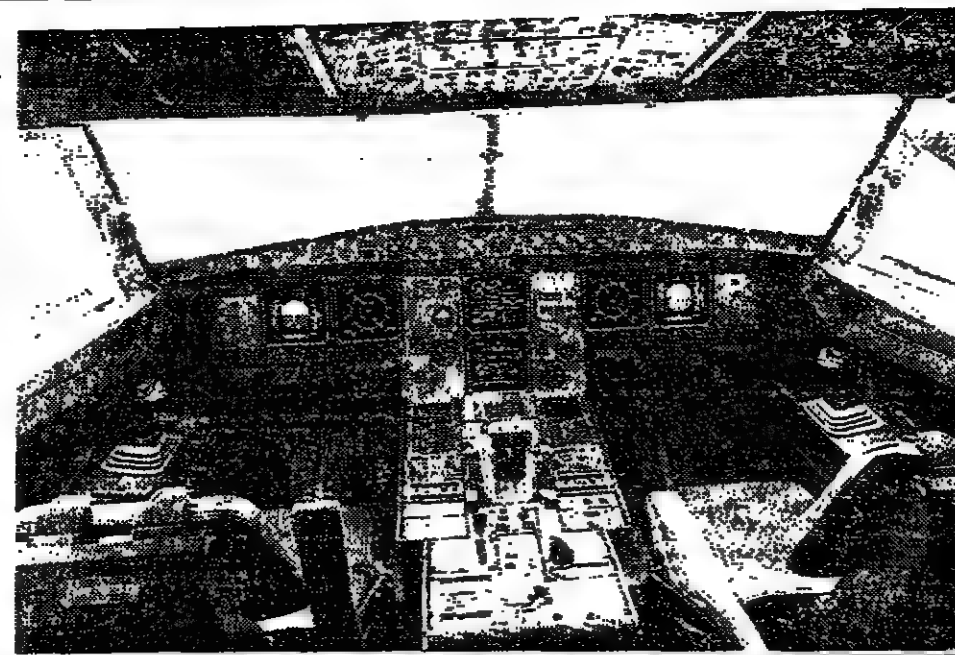
The airlines have, therefore, calculated that they will sell more than \$400 billion-worth of aircraft between now and the year 2005, or about \$23 billion worth a year. To put that into context, the total value of all aircraft sold throughout the world between 1950 and 1987 amounted to just \$372 billion.

Of those new aircraft, 71 per cent will service the growth in air travel and 29 per cent fly as replacements.

As airports around the world fill to capacity and congestion, both on the ground and in the air, increases, it is believed that the average size of aircraft will increase. In the next few years the main concentration of deliveries of new jets will be in the short to medium range, it is predicted, about 42 per cent of the total for aircraft of more than 350 seats.

But in the long term — between 1994 and 2005 — more than three-quarters of the seats delivered will be in aircraft with more than 240 seats. Overall, the total number of aircraft flying around the world will increase from 6,400 at the end of last year to 10,900 by the year 2005.

According to Boeing, airlines should be able to pass on much of the future cost savings which they achieve to their customers through lower air fares. Boeing forecasts predict that fares will decline on average by about 2 per cent



THE MAIN MANUFACTURERS



a year because of reduced operating costs, more effective use of aeroplanes, less regulation — especially in Europe — and the introduction of the new computerized reservations systems.

American plane-makers, who have recently taken a far more relaxed attitude towards the alleged "unfair" challenge of Airbus to their domination of the market, are already looking to problems looming in the long term.

They believe that the new technology aircraft now coming into production — such as the Boeing 737-400, the McDonnell Douglas MD 80, and the Airbus A320 — will

have a far longer life span than existing aircraft, perhaps lasting up to 32 years in regular service, compared with between 22 and 24 years of the older jets.

This means that though nearly 50 per cent of the world's existing fleet is more than 12 years old, and therefore likely to need replacing soon, the new planes will last longer.

The tremendous strides made in recent years in aircraft and engine design are now being seen as the new aircraft roll off the production line. The Airbus A320, which attracted more orders even before it flew than

any other aircraft ever produced, is now flying in full commercial service.

The multi-national European consortium has signed more than 600 orders and options for the jet. Eventually, it believes, more than 1,600 will be sold and a stretched version is now being considered to fill the gap between the A320, with about 150 seats, and the A310 with 218.

The Airbus consortium, which has long been regarded as a one-product company, has now developed into a true family of aircraft. Already the A330 and A340 long-range jets have been launched with a total of 149 firm orders,



The streamlined cockpit layout of the first Airbus A320, above, which uses "fly-by-wire" technology. Below left, a line-up of the opposition in the airliner sales battle

five years before their planned date for entering service.

Airbus has chosen to develop the very latest technology for use in its products, including the revolutionary "fly by wire" controls, which rely on electrical impulses to activate hydraulic power for the control surfaces.

This has produced dramatic savings in fuel consumption and a much greater efficiency, but has also led to a higher initial purchase price and extra cost in retraining pilots used to the more traditional controls and displays.

Boeing, which has decided to develop existing technology rather than create totally new procedures — such as the "side stick" controller, found in the Airbus A320 — have none the less changed dramatically the appearance of the flight deck and the interior passenger cabin of their new jets.

The 747-400 now rolling off the production lines is as different from the first 747-100 as chalk from cheese. Although outwardly similar, except for new winglets to improve the aerodynamic efficiency of the wing, it can now be flown for up to 8,000 miles non-stop by just two pilots, although an additional crew can be carried in a special area built behind the flight deck for really long flights.

The 747 is also easier to fly with fewer lights, gauges and switches than the average existing small jet with its crew

of two and over 600 fewer than the existing 747s.

"Commonality" is now one of the most often-heard words in Boeing's enormous factories, near Seattle in Washington. Each time a new aircraft is proposed — such as the new long-range 767 — designers are told to make it as similar in layout to other new aircraft as possible, so that pilots can "swap" if they need to. Engines, too, are becoming more standardized, with the same engine now capable of being fitted to both the 747 and the 767.

McDonnell Douglas is convinced that its tri-jet, the MD 11, will prove a success, even though the company is waiting desperately on a big American airline, giving the aircraft a seal of approval by placing a substantial order.

Even so, the aircraft, based largely on the popular DC 10, but incorporating many of the latest developments in aviation technology, has sold out its production capacity for the next three years.

The three big companies are thus locked in battle for sales of their smaller jet aircraft sales, such as the Boeing 737-400, the Airbus A320 and the McDonnell Douglas MD 80 series. Farnborough will thus be, for once, a seller's marketplace. British companies, which often provide well over 25 per cent of the aircraft's components, including engines, will benefit from every new order.

The power to fuel a boom

The boom in sales being experienced by aircraft manufacturers around the world is in turn leading to a fierce battle to provide the engines to power the jets rolling off the production lines, writes Harvey Elliott.

The competition has led to price cutting and generous incentives being offered by the big three engine makers — Rolls-Royce, General Electric and Pratt & Whitney — especially in the very powerful new "big fan" power plants for the long-range aircraft such as the Boeing 747 and 767, the McDonnell Douglas MD 11 and the Airbus A340 and A330.

The market for engines of all types is thought to be worth \$74 billion between now and the year 2000, so there is everything to play for in the fight to grab the prize share.

Rolls-Royce is planning its faith on a "family" of civil aircraft engines, ranging from the RTM 322 turbo prop, to power the 29 to 40-seat commuter aircraft which many experts believe will have a new lease of life, through the 20,000lb-thrust Tay for smaller twin-engine jets such as the Fokker 100, to the world's most powerful engine, the RB 211-524L turbofan, for the new wide-bodied twin jets.

The firm is concentrating its sales pitch not only on its reputation for reliability, which the Derby-based

company has built up over the years, but on fuel efficiency and quietness. Engines can account for up to 53 per cent of direct operating costs in aircraft of about 450 seats, flying for more than 3,000 miles in one hop, and Rolls is determined that its engines will use as little fuel as possible.

Like other manufacturers, Rolls-Royce is now reducing dramatically the amount of noise the jets make to enable it not only to meet but to better the stringent new quietness rules being imposed by environmentally-conscious airports around the world.

Rolls is also developing the power of the existing basic designs. The Tay, for example, which first ran in 1984 and which has accumulated more than seven million hours of in-service experience with 600 units operational, is now graded from the 610, which produces about 12,420lb of thrust for the Gallestream, up to 20,000lb of thrust for new aircraft.

The Rolls-Royce RB 211 family of engines is going from strength to strength. By sticking to the basic design and developing it as new applications are demanded, Rolls has finally made the significant breakthrough to the big-engine market for which it was looking and is now firmly established on all the big jets.

The 524 series has now been renamed from the 524B through to

the new super-powerful L and more and more airlines are now choosing Rolls power, especially for the Boeing 757 twin jet, which is experiencing a great boom in sales.

Rolls is now fighting back hard against the very massive success of General Electric range of engines, which for many years have dominated sales across the board.

General Electric grabbed orders and options for the GE and CFM series of engines to power a total of 253 commercial aircraft in the first five months of this year, representing 47 per cent of the world's civil aircraft engine market.

Its bestselling engine continues to be the CFM56 made by CFM International, which is a joint company of GE and Snecma of France. The engine, which gives between 18,500 and 23,500 pounds of thrust, powers more than 400 Boeing 737-300 jets in service and is now being installed on the new 737-400 and 737-500 series as well.

Another version of the engine is installed on the successful Airbus A320 jets and has been selected by 13 customers.

General Electric engines are also the only ones fully certified as a power plant for use in the new ultra long-range Boeing 767 twin jets,



One engine test: McDonnell Douglas conducted fan trial aircraft

which are now officially allowed to fly over the water more than two hours from the nearest landing strip. Though Boeing has slowed down work on the 737-500-seat aircraft, with its revolutionary "inside out" propfan engine, GE is continuing to work on it with tests on the core of the production model due to take place later this year, after successful trials on both Boeing and McDonnell Douglas aircraft.

Pratt and Whitney, the other contender in the battle, has suffered over the last few years, largely because of criticism of its after-sales service. But it is fighting back and plans to have a wide range of engines on display at the show.

Particularly interesting is its own propfan engine, developed with Allison. The 578-DX demonstrator is nearing completion of a preliminary flight-rating test and will later be tested on a McDonnell Douglas MD 80.

Because of the enormous costs involved in designing, developing

and producing a new aircraft engine, international collaboration is growing apace. The biggest, and most controversial, example of this multi-national partnership is with International Aero Engines, a consortium of Pratt and Whitney, Rolls-Royce, Fiat, MTU and three Japanese companies.

When its massive new engine, the V2500, was first put forward as a concept, it immediately won orders from airlines around the world and seemed destined to become the lead engine for the Airbus A320. But then a series of technical difficulties hit the development, and orders dried up.

Now, at last, engineers from the consortium seem to have solved the problems and the V2500 is back on track, much to the relief of those airlines that ordered it and the companies that had invested time and money for the joint project.

It is hoped that 100 examples a year will be produced of what may pre-figure the big engines of the future, with final assembly split between East Hartford in Connecticut and Derby.



Laid-back travel: first-class cabin in the Airbus A340

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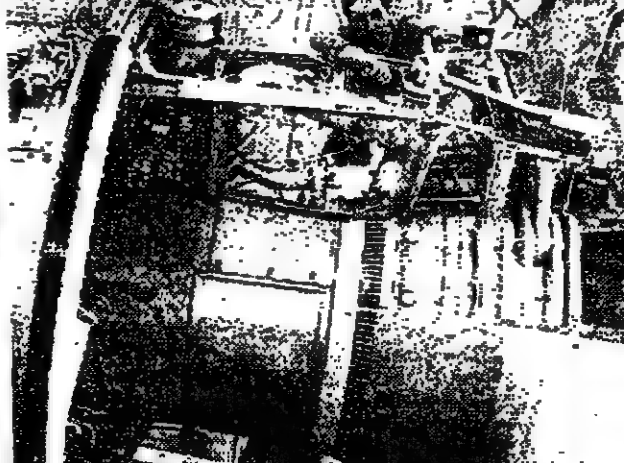
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Booming sales: the Rolls-Royce 524 jet engine

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Overcoming public misconceptions is not easy as rotary-wing aircraft manufacturers have discovered

More promises on the helicopter agenda

Helicopters are fast trying to rectify their reputation for poor safety and noise. Arthur Reed examines some of the latest developments that cast a new light on this sector

Despite considerable technological advances made in their design and development, and in the materials from which they are built, helicopters still have a reputation for being one of the less-safe modes of air transport — a reputation which has not been aided by accidents and incidents in the offshore oil and gas fields.

The second problem which rotary-wing aircraft have still to overcome is the public conception of the noise which they make. It is a combination of the safety and noise factors which has so far baulked the majority of plans to develop city-centre heliports, and which severely limits the flying of helicopters across built-up areas.

Helicopters are, in fact, becoming far safer, and less noisy than in the past as jet engines, gearbox, and rotor blade technology develops, and a number of these advances will be on display at this Farnborough show.

The science of detecting potential failures in both airframes and moving parts is registering considerable success. Smiths Industries, for instance, has perfected HUMS, which stands for health usage monitoring system, and which keeps a constant watch for metal fatigue, and other faults, all the time the helicopter is flying.

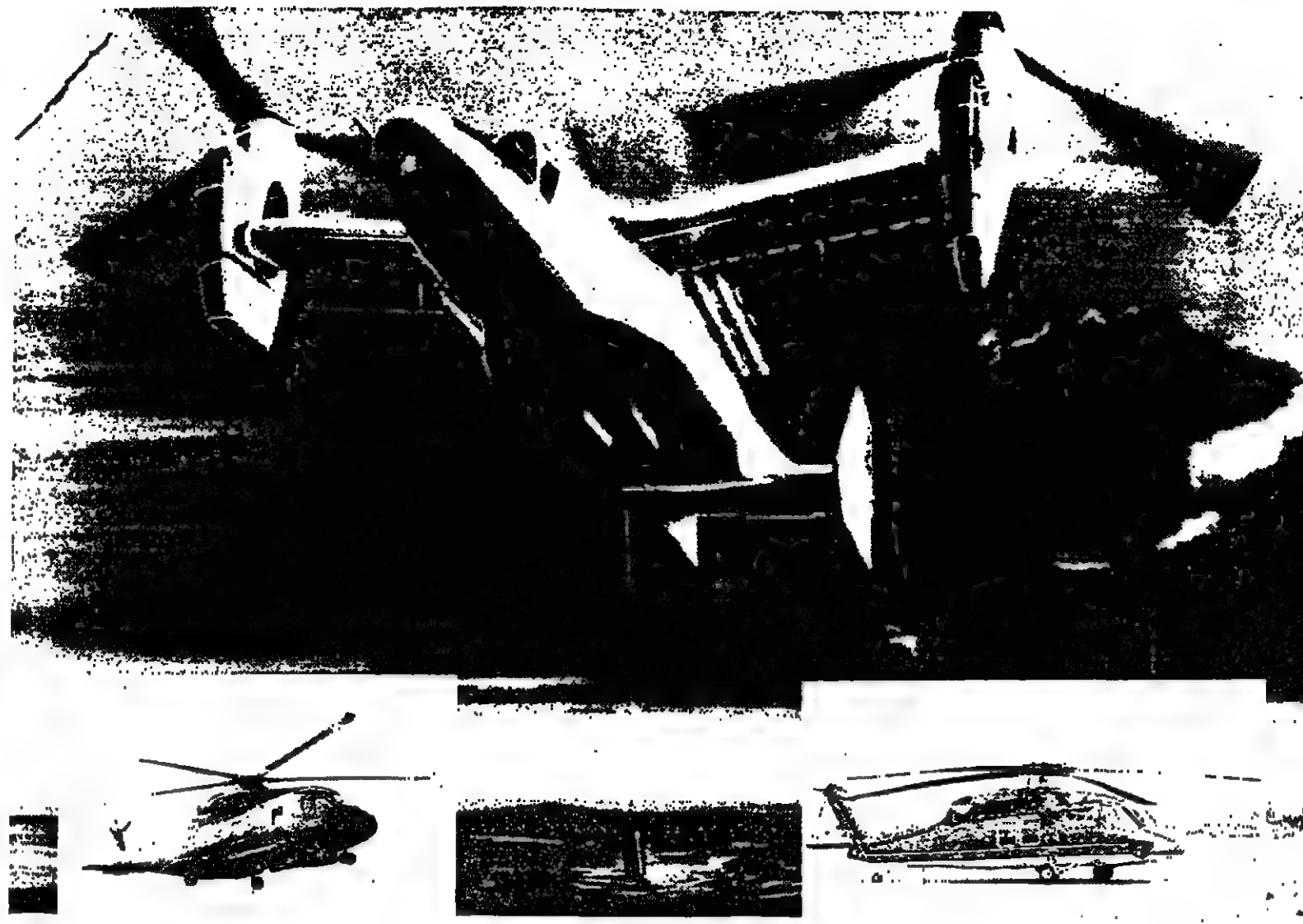
The information can be sent down to the ground over a radio link, or extracted from the aircraft on landing. Decoded by a computer, it will indicate where the part is wearing in plenty of time for it to be replaced.

The British Civil Aviation Authority is proposing new regulations requiring medium and large public transport helicopters to be fitted with flight data recorders which can be read back to establish the cause of a crash. The regulations will come into force by February, 1990, and it is possible that at least an element of health usage monitoring could be introduced at the same time.

Westland, with its Italian partner Agusta, will have the most futuristic helicopter type on display at Farnborough. This is the EH 101, a large machine, powered by three engines, capable of carrying 30 fully-equipped troops.

Nine development aircraft are being built, and two are scheduled to appear at the show, one equipped for naval anti-submarine duties, the other in the passenger transport role. The EH 101 is being developed for the British and Italian forces (the UK has already ordered 25 for the Royal Air Force, and 50 for the Royal Navy), and also for the export market — the Canadian armed forces are to buy it. Later on, there is likely to be a civil version.

Distinguishing the EH 101 from all older helicopters at the show is the fact that it is constructed to a very large degree from composite materials, such as carbon and glass fibres, rather than in the traditional aerospace metals. Composites offer the designers lightness, and the ability to mould complicated shapes, plus "crashworthiness" — the ability to withstand descents at considerable



A safer breed: The Boeing 300 SV-22A Osprey tilt-rotor aircraft, centre, and Westland's EH101, far left. On the right, the Sikorsky S70 Black Hawk

which could make current helicopter design and thinking obsolete. The shape is that of the Bell-Boeing V-22 Osprey tilt-rotor aircraft, the maiden flight of the first prototype of which is due to make its maiden flight this autumn.

As is indicated by the phrase "tilt-rotor", the Osprey uses its two three-bladed, 38-ft diameter propellers, mounted at the tip of each wing to give it vertical lift, before swivelling them through 90 degrees so that they give the aircraft the normal forward thrust of a fixed-wing aircraft.

In this mode, the Osprey has a top cruising speed of 360mph, and a range, fully loaded, of 500 nautical miles. The Osprey is being developed initially for the United States Armed Forces, which have indicated a need for 900 of them, but a civil airliner version is in the planning stage. This would be able, according to the manufacturers, to operate safely, and reasonably quietly, into and out of city centre pads, with up to 75 passengers, and with half the seat-mile costs of the conventional helicopter.

Whether all of these promises will be fulfilled remains to be seen when the Osprey moves into its development programme shortly. But Bell and Boeing, teamed for this project, have been experimenting with tilt-wing/tilt-rotor technology over the past 30 years, and have each built and flown trial aircraft which have successfully transitioned from vertical to forward flight. If the test flights are a success, it seems highly likely that the V-22 Osprey will be seen flying at the next Farnborough show in 1990.

velocity on to the ground without serious injury to passengers and crew.

Ballistic tests which have been carried out at various research establishments have also proved that composite materials are better able to take battle damage than metals, and that such damage is reasonably easy to repair in the field.

When it enters service with the RAF from the early 1990s, the EH 101 will be earmarked as transport for the new 24 Airborne Brigade, a force of 5,000 men whose role in time of heightened tension would

be to move quickly to the NATO front in Germany. In this role the 101 would work alongside the RAF's Chinooks, Lynx, and Pumas, although the latter will start to be phased out as the 101s come in.

Helicopters continue to figure large in military planning, both as carriers of men and equipment, and as first line of battlefield defence, with the particular task of attacking tanks with missiles.

Westland hopes that the Blackhawk, which it is developing under licence from the US company Sikorsky,

will succeed in that role — and has had its hopes raised by the inclusion of this type in the recent multi-billion pound sale of British defence equipment to Saudi Arabia.

In the United States, there is a requirement for no fewer than 4,000 new helicopters for the armed services under the LHX programme. First deliveries are due in 1994, and the manufacturing programme will last beyond the turn of the century. Four European nations, Holland, Italy, Spain, and Britain, have formed a consortium to develop a joint helicopter project for their

forces, with the first phase due to begin in 1989.

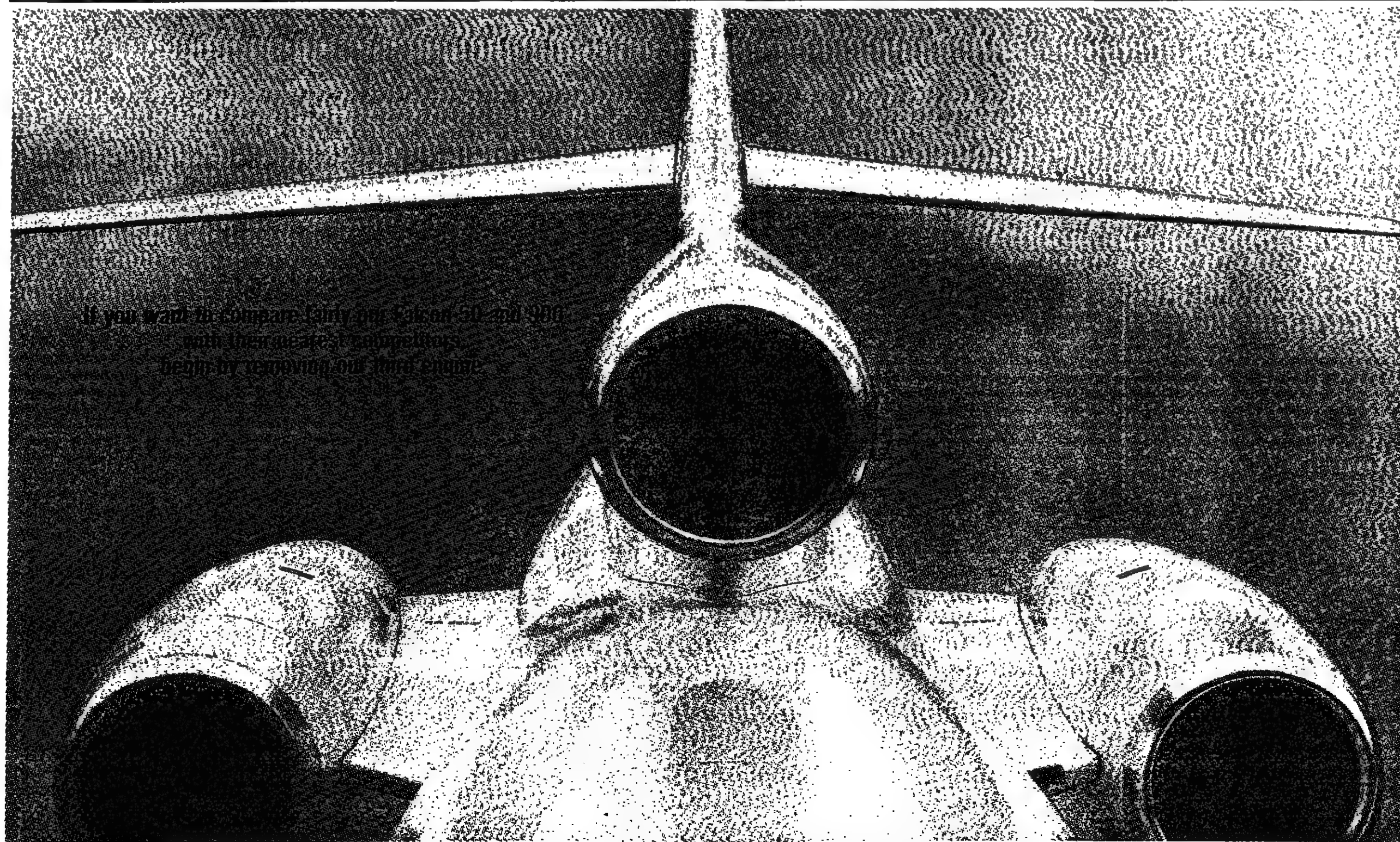
Helicopters for the civil market usually develop out of those which have been built for the military, and in spite of the drawbacks to civil operations, outlined earlier, the market for rotary-wing aircraft for search-and-rescue, oil-rig support, and executive transport, remains fairly buoyant.

Companies are encouraged by the fact that most of the latest corporate models are powered by twin engines, and are less noisy and prone to vibration than those of previous generations. They are

often dissuaded, however, from buying on grounds of high cost.

European Helicopters, a British-based distributor of French Aerospatiale machines, completed a study recently which claimed that the cost of flying company executives in a twin-engine helicopter could work out on an annual basis at 69p a mile, compared with the Automobile Association's figure of 85p a mile for the use of a company 4.5 litre limousine.

Shortly after this Farnborough closes, a new shape will lift into the sky in Texas



The three-engine Falcon 50 and 900. Executive jets as safe as airliners.

Of course you could stick with comparing operating ranges, cruising speeds, usable cabin space and the soundproofing of other private jets. Which, just between us, would only again highlight the advantages which are the strength and reputation of the Falcon the world over.

But the comparison stops there for one very simple reason. The Falcon 50 et 900 have three engines.

Use of a third engine positions both of these aircraft at the very strictest level of safety, that imposed

on airliners making overwater flights via the shortest routes. This provides the aircraft with additional power always at the ready for the systems which ensure your comfort and safety.

To understand the essential role, vital in the power factor, especially when flying over inhospitable zones, just

keep in mind the importance of the on-board electronics of a long-range aircraft.

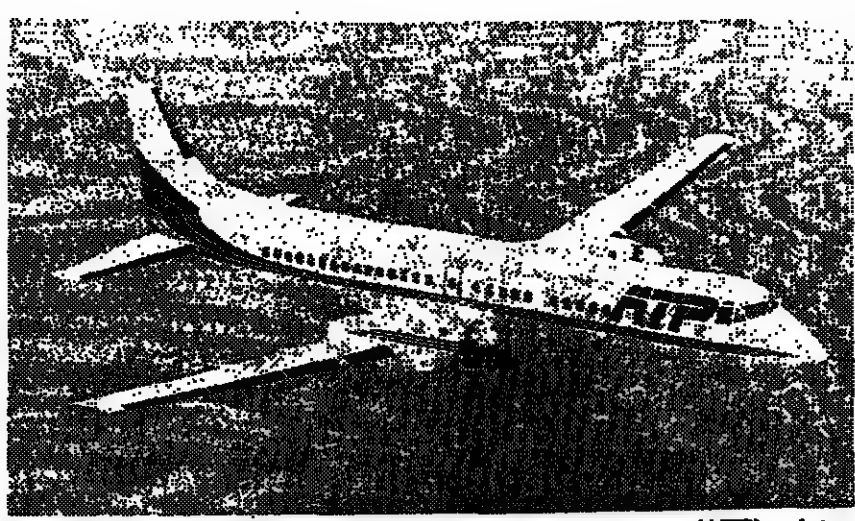
Objectively speaking, the security offered by the three-engine Falcon is comparable to that of commercial airliners, not of other corporate jets in their class. This is of course why executives prefer the Falcon 50 and 900.



Business takes off with Falcon

Dassault International

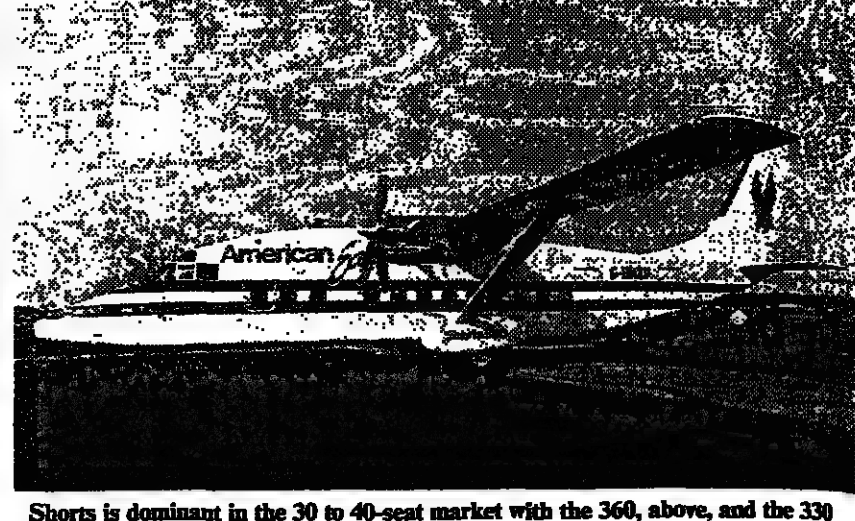
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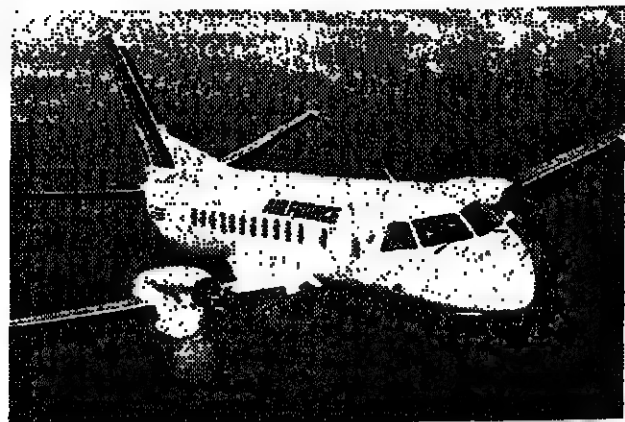
Britain has a big hold on the market with the Advanced Turboprop (ATP) update



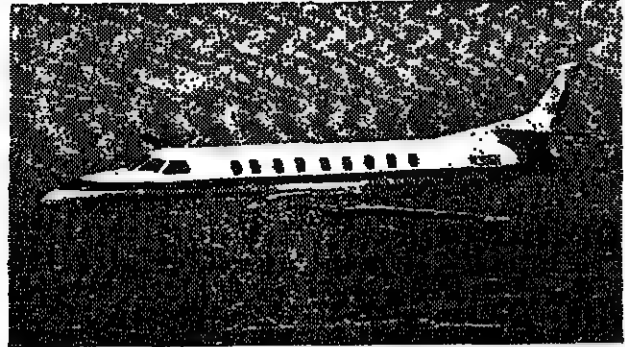
The French/Italian ATR 42, above, and ATR 72 have sold well in North America



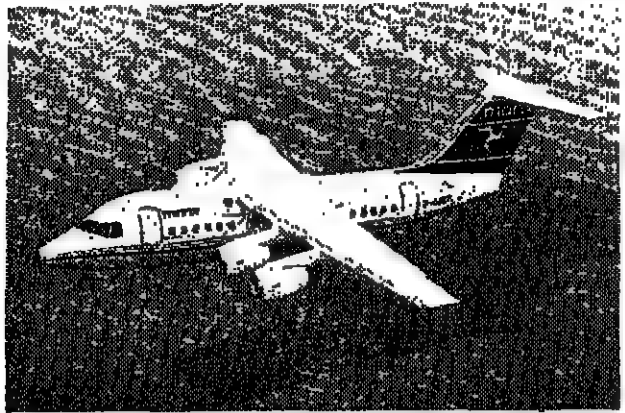
Shorts is dominant in the 30 to 40-seat market with the 360, above, and the 330



Saab claimed record sales from 14 operators with its 340



Fairchild Metro III has one in eight of the commuter fleet



BAe's four-engined 146 — reckoned the world's quietest jet

Small flyers, big growth

Many of the big airports are trying to edge out smaller aircraft because of runway congestion. But the private airlines are fighting back

Despite moves by airlines and airport authorities throughout Europe to increase the average size of aircraft using ever more congested runways, manufacturers of small commuter aircraft are predicting a huge increase in demand by small, regional airlines for planes carrying between 19 and 70 passengers, writes *Harvey Elliott*.

They are convinced that leading airlines in Europe will want to ensure they fill their big jets with passengers brought to a hub airport from the regions in small commuter planes.

In the United States, on the other hand, the trend towards direct flights between smaller cities, missing out the giant hubs altogether, will also provoke an increased demand.

The US trend is already well established with a 12 per cent growth in the number of passengers using commuter aircraft last year. Also, despite 10 operators going out of business, 169 scheduled carriers still flew a total of five billion revenue passenger miles and carried 31.8 million passengers.

Now the battle to allow small aircraft to continue to use the big airports is hotting up as the commuter carriers fight the growing trend to encourage bigger aircraft by raising landing fees for the smaller aircraft.

In Europe, too, airports are preparing plans to raise landing fees for the smaller planes because, they argue, with the runways already being used to capacity, the only way of achieving further growth is to raise the average number of passengers per aircraft from its present level of about 115 to at least 135, and if possible, to 150.

But none of this has worried the manufacturers. They are convinced that the bigger airlines will continue to seek partners among the smaller regional airlines to provide the additional passengers needed to fill the bigger aircraft and that the demand will grow for direct point-to-point services.

It is predicted that within the next 10 years the regional airline fleet will have grown to

about 2,900 aircraft, compared with the 1,400 now in service.

Precisely where the main demand will concentrate is uncertain, but increasingly manufacturers are trying to spread the size of aircraft they have on offer to fit a particular airline's needs.

Fairchild, for example, which makes the popular Metro — accounting for one in eight of the world's commuter fleet — is convinced that the demand will continue for airlines with about 19 seats, which now accounts for about three-quarters of the US commuter fleet.

The Texas company is now developing a new version of the Metro, to be known as the Metro V, which will have advanced avionics and, perhaps most important, stand-up cabin space and even better operating costs than the Metro II, which is claimed to be the fastest and cheapest of any on the market.

Saab also claims to be having record sales, with 42 firm orders for its 340 from 14 operators in 1987.

Shorts, still the dominant manufacturer in the 30 to 40 seat aircraft range, with the 330 and the 360, is now looking at designs for a new version powered by a fan jet and known as the FTX.

It believes there is a market for about 1,000 aircraft in the 40 to 60 seat market over the next 20 years and that the proposed new jet could take over from the turboprop, which is now the mainstay of the regional market.

The French are meanwhile continuing to move ahead with the ATR. Built jointly with Aerospaciale and Aeritalia of Italy, a total of 268 of the two versions — the ATR 42 and the ATR 72 — have been sold to 37 customers, 45 per cent of which are in North America.

The 100th ATR 42 has just been delivered and interest is growing around the world. The ATR makes extensive use of composite materials, cutting maintenance time and corrosion and, by reducing the weight substantially, also cutting operating costs.

In common with many other new commuter

jets, the ATR proves that the days of the small airliner being the poor relation, with less sophisticated controls and noisy, cramped interiors, is over.

The ATR's main rival in the larger regional market, the Fokker 50, is now beginning to make its own challenge after a slow start. The Fokker 50 looks very similar to its well-established predecessor, the F27, but has greatly improved access doors and passenger comfort.

The real competition still centres on the 16 to 20 seat market, however. British Aerospace now offer a more powerful version of the Jetstream, to be called the Super 31, to be available early next year.

It is being challenged on many fronts, however, by the Beech 1900 and the popular Embraer Bandeirante, among others.

Britain still has a major hold on the commuter market with the Advanced Turboprop ATP update of the enormously successful 748, now flying in regular airline service and beginning to look more attractive as its operating results become more widely known.

The Jetstream has now sold more than 200 versions around the world and production is up to nearly 50 a year.

Even the four-engined 146 — reckoned to be the world's quietest jet — could realistically be classed as a commuter aircraft, even though it can carry about 100 passengers. A total of 118 has now been sold and as noise restrictions, especially at night, become tighter, BAe is confident that the 146 will continue to make substantial progress.

The 125 business jet has now sold in 40 countries and chalked up 700 orders, worth well over £1,500 million, 60 per cent of them from the United States.

De Havilland of Canada, Cessna, Dornier and even the Chinese-built Y-7-100, are all, however, mounting a major challenge to grab the lion's share of what is undoubtedly a fast-growing and highly demanding market.

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Tucano turboprop swoops in to help fledgling pilots

The Farnborough Air Show coincides this year with one of the most important developments in the RAF's pilot training programme, writes *Michael Evans*.

The first production Tucano training aircraft, which has been eagerly awaited from Shorts' Belfast plant, was delivered to the Central Flying School at RAF Scampton on June 16, and last week it formally entered service at a ceremony attended by Lord Trefgarne, the Defence Minister, Procurement.

The Tucano, developed by Shorts from the basic aircraft built by the Brazilian company Embraer, represents a significant change in training for the RAF, switching from jet trainers to a high-performance turboprop.

The decision was largely based on cost, for the jet Provost, which has served the RAF so well since it first came into service with No 2 Flying Training School in 1955, has been expensive to operate.

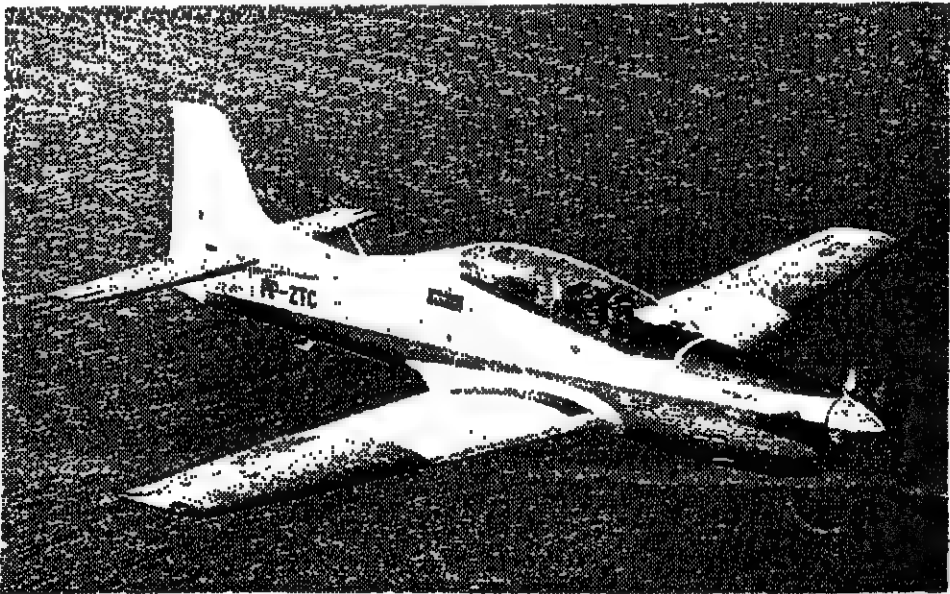
The different training philosophy adopted by the RAF has been echoed in other countries. Several new trainers are being introduced into air forces throughout the world and this change of aircraft is prompting the services to re-evaluate their training programmes.

The French Air Force is to use the piston-engined Aero-spaciale Epsilon as its primary trainer. The Royal Australian Air Force has bought the Swiss-built Pilatus PC9. The US Air Force is also now in the process of evaluating possible future basic and advanced trainer designs and a number of manufacturers have been demonstrating their aircraft.

The Tucano, bought from Shorts on a fixed-price contract, is promising to be a highly economical aircraft. The RAF expects to make considerable savings in operating costs. But the change from jet to turboprop is not in any sense a compromise.

For the Tucano, with a powerful Garrett engine, capable of flying at a sea-level speed of 308 mph, behaves and feels like a jet. It has been designed to be a perfect lead-in to the next stage in flying training, such as the fast-jet programme in the Hawk.

The cooperation agreement between Shorts and Embraer, aimed at producing a trainer that would meet the RAF's requirement for a Jet Provost replacement, was announced



The Tucano two-seat trainer, developed by Shorts, went into service with the RAF last week

in May 1984. In March 1985, the Government announced that it had selected Tucano in preference to the Pilatus PC9, which would have been built by British Aerospace in a workshare arrangement with the Swiss, and the British-designed Hunting Firecracker.

Shorts was given an order for 130 Tucanos. Both the Tucano and the Pilatus PC9 will be at Farnborough.

Shorts' chief test pilot, Allan Deacon, has described the Tucano as "a silly grin aircraft," because those who have flown the new trainer always have a smile on their face. Pilots who have experienced its high-performance capabilities have concluded that it meets the demanding standards required of a basic trainer and that it will be very effective in preparing pilots for both advanced fast-jet and multi-engine training.

Compared with the basic aircraft built by the Brazilian company, the Shorts' version has a more powerful engine, with British avionics and equipment. The aircraft has a maximum speed of 322 mph. The RAF Tucano, which has instructor and pupil sitting in tandem, is also equipped with special instrumentation that measures the performances of both engine and airframe.

At present the Tucano, which was late in delivery to the RAF, is being used at RAF Scampton for training instruc-

tors. However, next year the Tucano will be in service at three more RAF establishments, at Church Fenton, Cranwell and Linton-on-Ouse. Delivery of all 130 Tucanos should be completed within two years.

The Hawk T Mark 1 advanced trainer, for pilots who move on from basic training to fast jets, will remain in service with the RAF for many more years. The two-seater, which will also be on display at Farnborough, is a strong and rugged aircraft which has been designed to cut training and maintenance costs. It needs far less servicing than either the Gnat or the Hunter, the older generation trainer aircraft formerly used by the RAF.

The Hawk is also a weapons trainer and is armed with an Aden cannon carried beneath the fuselage. Rocket pods or practice bombs can be fitted to underwing pylons.

The Pilatus PC9, one of the main rivals of the Tucano, is a high-performance turboprop. It is suitable for both basic and advanced flying. Design of the aircraft began in 1982. It has a more powerful Pratt and Whitney engine than its immediate predecessor, the PC7, and has a maximum speed of 414 mph. The PC9 has a stepped tandem arrangement for the pilot and instructor, with the rear seat raised by about six inches.

The Swiss trainer has proved to be popular, with orders from several countries, including Burma, Saudi Arabia and Australia. The 30 ordered by Saudi Arabia have been equipped by British Aerospace to RAF standard. Both the PC9 and PC7 will be on show at Farnborough, with the former giving regular flying displays.

Also on display will be the Slingsby T67M-200 Firefly, the military basic trainer built by Slingsby Aviation, based in North Yorkshire. This small trainer, which has already been sold to the Turkish Aviation Institute, has a top speed of 207 mph.

Apart from the aircraft themselves, flight simulation systems, to aid pilot and navigator training, have become increasingly sophisticated and reliable in recent years. Today's simulators have much better visual capability. Both civilian airlines and the military are increasing their number of simulators.

As one senior RAF officer put it: "Flight simulators have developed to such an extent that they feel just like the real thing. However, air forces are determined to find the right balance between simulator training and actual flying time, to produce properly qualified pilots.

For the future, there is a firm joint requirement between the four partners in the European Fighter Aircraft (EFA) programme to build a two-seater version for training purposes. In addition, there will be a full-mission EFA simulator.

**'It puts a smile
on pilots' faces**

مركز الطيران

Hotel could find business sponsors, says Pearce Wright

Private sector may launch stalled space-shot rescue

The high point of space technology for this year is yet to come. It depends on the successful resumption this month of launching of the United States space shuttle. The space shuttle Challenger is going through final preparations on its launch pad at Cape Canaveral, Florida.

On a trial run the engines worked perfectly. More important, redesigned versions of the strap-on solid rocket boosters, which exploded, destroying the Challenger spaceship and its crew in January 1986, have also worked satisfactorily.

In the meantime, an eventful past eight months has seen a mixture of achievement, particularly for the European Ariane rocket, and disappointment for Britain's revolutionary space plane, Hotel.

On the advice of the Cabinet's scientific advisers, the UK remains obstinately out of step with its partners in the European space agency, and with the Americans and Japanese, over the part the Government has to play as a customer for the good of the development of space technology.

Though the void above the earth has no use in itself, the case for space technology rests on the argument that the development of television and communications satellites, weather forecasting and navigation spacecraft, earth observation and vehicles carrying scientific payloads, bring direct commercial rewards and provide a "technology driver" that spreads throughout industry, in the form of new materials and manufacturing processes.

The lack of interest of every British government for the last 25 years in space technology, other than for missile systems, was underlined in a recent report from the House of Lords Select Committee.

The fact that benefits from space cannot be itemized in the traditional accountants' balance sheet means that their impact on the economy is ignored in the UK.

The achievements of cutting the cost of worldwide telephone calls, while at the same time increasing revenues by increased traffic, and the importance of the growth of inter-



Alan Bond with a model of the British Aerospace Hotel

national broadcasting go unrecognized.

Yet communications satellite services, which needed "pump priming" by governments initially, are moving into a stage of private market investment.

More industry money would be forthcoming if Europe adopted the American "open skies" approach, allowing manufacturers of satellites also to share in their operations that collect revenue from communication services.

The dead hand of the PTT monopolies in Europe prevents such enterprise. At least in this sector, Britain is moving in the right direction with its communications "duopoly" of British Telecom and Mercury.

But in the long term, the large-scale exploitation of space depends on cutting launch costs to a fraction of today's prices.

Hence the fascination with Hotel: a reusable space plane designed to take off from a conventional airport runway, to fly into orbit at a fifth of the cost of the shuttle and existing expendable rockets.

As visitors to Farnborough Air Show will see, the vehicle has always been conceived by its joint inventors, Alan Bond, the engine designer, and Dr Bob Parkinson, the aerodynamics

expert, and British Aerospace, as a potential European Aerospaceplane.

In fact, development of the eventual spaceplane would be done by a consortium like Hotolbus Industrie for space, or the equivalent of Airbus Industrie for wide-body jets.

Trials using existing engine testbeds have proved the novel concept of the Hotel engine.

The next stage should be a "enabling technology" phase of testing materials, structures, electronic and hydraulic command and control techniques, and propulsion systems before embarking on the construction of a fleet of spaceplanes.

The enabling technology would take about five years, and cost about £120 million.

Probably because trade is still a dirty word in Whitehall, the UK's record in the nurturing of embryonic technologies to the commercial stage is very poor.

The only relief for the British space industry and scientific research groups could come with two decisions to collaborate over the next 10 years in two projects of the European Space Agency. The first is to collaborate in a group of projects called Columbus that will form Europe's contribution to the American space station to be launched in 1995.

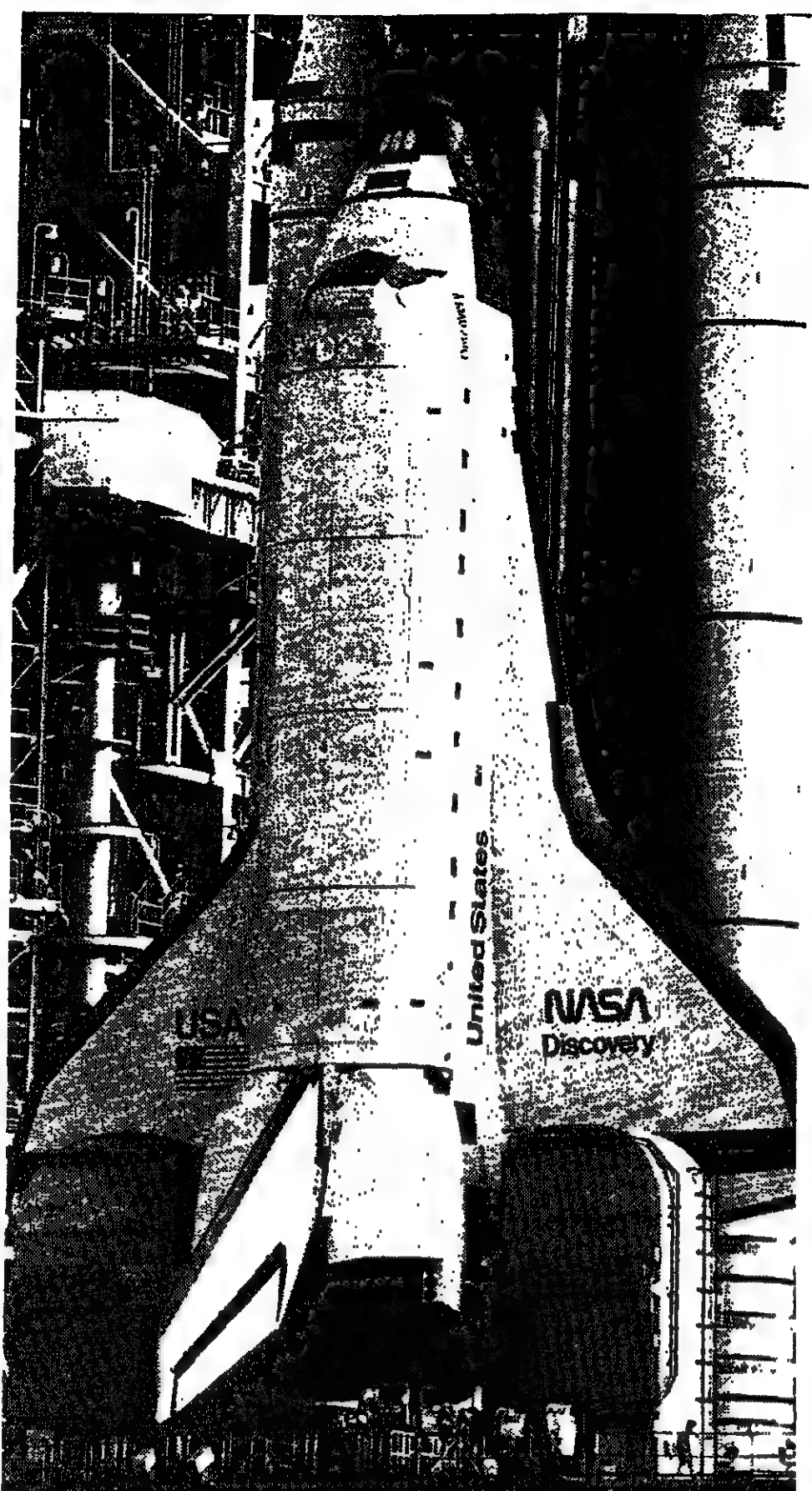
Part of the Columbus venture, which Britain wants to build, is a spacecraft called a polar platform, that will survey the earth from space.

The second decision, announced in August, was to collaborate in the first space science mission to be undertaken in the Horizon 2000 programme.

The first mission involves two projects: one is called Sobo, which involves a spectral observatory that will constantly monitor the sun, and Cluster, which involves a group of four identical space craft, about the size of a hatbox, that will explore the magnetic envelope surrounding the earth. Both missions are planned for launch in 1995.

Horizon 2000 is the European Space Agency's basic programme of space science research, which is planned to run until the year 2007. The undertaking for solar astronomy is the first of four major schemes that will be covered over this period.

The other three involve a plan to send a spacecraft to retrieve material from the nucleus of a comet and return it to earth, the launch of a special infra-red observatory and also a special scientific platform to monitor the sky for X-ray sources.



The Space shuttle Discovery moving to its launchpad at Kennedy Space Centre

Opportunity to repair an image tarnished by the 'long wait'

The Civil Aviation Authority is hoping to recoup some lost kudos from its display at the Farnborough Air Show this year.

Battered alike this summer by airlines, holidaymakers and politicians for alleged ineptitude over its management of airspace, the CAA is determined to demonstrate that it is doing all that is possible to alleviate the congestion.

The focal point of this statement is a live radar demonstration, showing air traffic as it flies over south-east England, relayed direct from the London Air Traffic Control Centre at West Drayton.

The aircraft movements will be displayed on the screens of control suites, similar to those to be installed at the centre, as part of the authority's long-term strategy to handle the growing demands on the UK's air lanes.

The new suites form a key part of the so-called Central Control Function, a major re-organization of traffic flows over the South-East of England, due to start in 1990 at a cost of £21 million.

Angry charter airline passengers who endured long waits at Gatwick Airport before flying to the Mediterranean will be further comforted by a video programme and a three-dimensional model explaining the problem.

Commented Dennis Dix, director-general, projects and engineering of the CAA's National Air Traffic Services: "During the recent outcry it appeared that little was being done."

"We want to get across that we are forward-thinking and that we are putting new systems in place. Live radar is a bit of a gimmick but it does help our message."

So keen is Mr Dix and his staff to give a good impression that there will be less time



A controller at the London Air Traffic Control Centre, West Drayton, Middlesex, handling traffic in the Clacton sector

than usual to examine the new equipment on show for the ground-support market.

He said: "Most of the material has been in existence for some time although there are new developments in computer systems and raster scan displays. We are not shopping around; just walking the stands to see if any new ideas come to mind."

Though the CAA does not intend to make any new announcements at the show, there is still a sizeable market in the western world for ground and radar equipment manufacturers to win.

Though the demand for military electronics is flat at the moment, an announcement on the contracts for the European Fighter Aircraft radar system is imminent, as are major Nato-funded programmes for air defence in Italy, Greece and Turkey.

But with conditions within European air traffic control in a state of crisis, many military manufacturers are looking to the civil market to make up their order books.

The show's organizers, the Society of British Aerospace Companies (SBAC), estimates that between now and the end of the century \$200 billion will be spent on improving airports and \$50 billion on ATC, radar and navigation aids.

Much of this will go to construction companies which, understandably, do not think of Farnborough as a suitable venue to demonstrate their capabilities.

Other companies which are trying to take advantage of this vast budget through their

specialist products, are also going unrepresented, preferring to spend their promotional monies on the more finely tailored biennial Inter Airport exhibition at Frankfurt or the UK's new Airport '88 show, held in Birmingham earlier this year.

Leading companies such as Plessey, GEC Marconi, Thorn EMI, Thomson-CSF, Dowty and Lansing, which have a broad civil and military product range, can meet the expense, but there are only a handful of middle-tier ground-support companies to be found.

Among them are Simon Gloster Saro, which is showing off a Protector 6X6 Crash Fire Rescue vehicle, and Houchin, which supplies ground power and air starter units worldwide.

Joint stands are also a way of ensuring a niche. Auto Diesels Edgill, for instance, which makes a broad range of equipment for the servicing of aircraft parked on the apron, has teamed up with three other sister companies under the banner of FLS Aerospace.

Perhaps the ground-support equipment most likely to arouse industry interest will be the 2000 line-raster scan displays, which are a considerable improvement on the 1,000-line displays ATC controllers have tolerated in the past.

Plessey Radar will have live demonstrations of both air defence and civil air traffic control scenarios on two 20-in colour screens, while Raytheon, the American parent of

Coscor Electronics, will be showing its 2,000-line colour display.

Harlow-based Coscor recently supplied the latest generation 1,500-line raster scan approach control data processing and display system to Stansted Airport and is expecting additional sales to Australia, Ireland and Germany.

Another area in which there have been impressive developments since Farnborough '86 is data-handling and storage.

Maxwell Data Management, for example, has produced an advanced application of CD-ROM (compact disc - read only memory) which it claims can cut costs and improve services for airline passengers by reducing servicing turnaround times.

In a joint development with British Airways, Boeing's 737 33,600-page manual has been reduced to occupy just half the storage capacity of a compact disc.

The system can also be used for checking the availability and storage of spare parts and will eventually enable BA to revise its maintenance programme worldwide from one central point.

In a separate development, Thorn EMI will be showing its new multi-band laboratory data recorder, an advance on the SE 9000 magnetic tape recorder, which will facilitate readjustments of data electronics to cater for different operating conditions.

Keith Magnay, Editor, Airport Support

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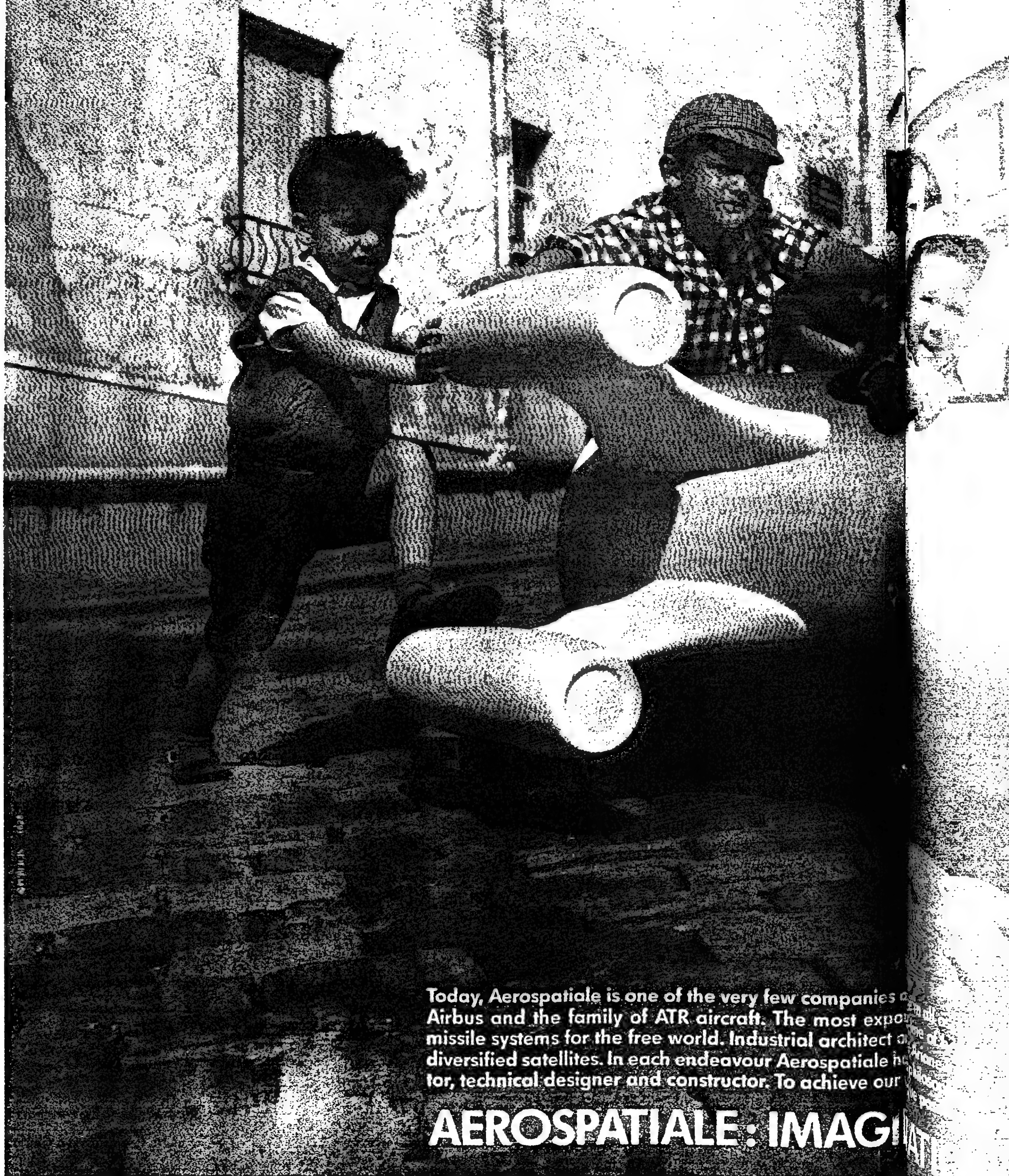
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Dennis Dix: "We want to get across that we are forward-looking"

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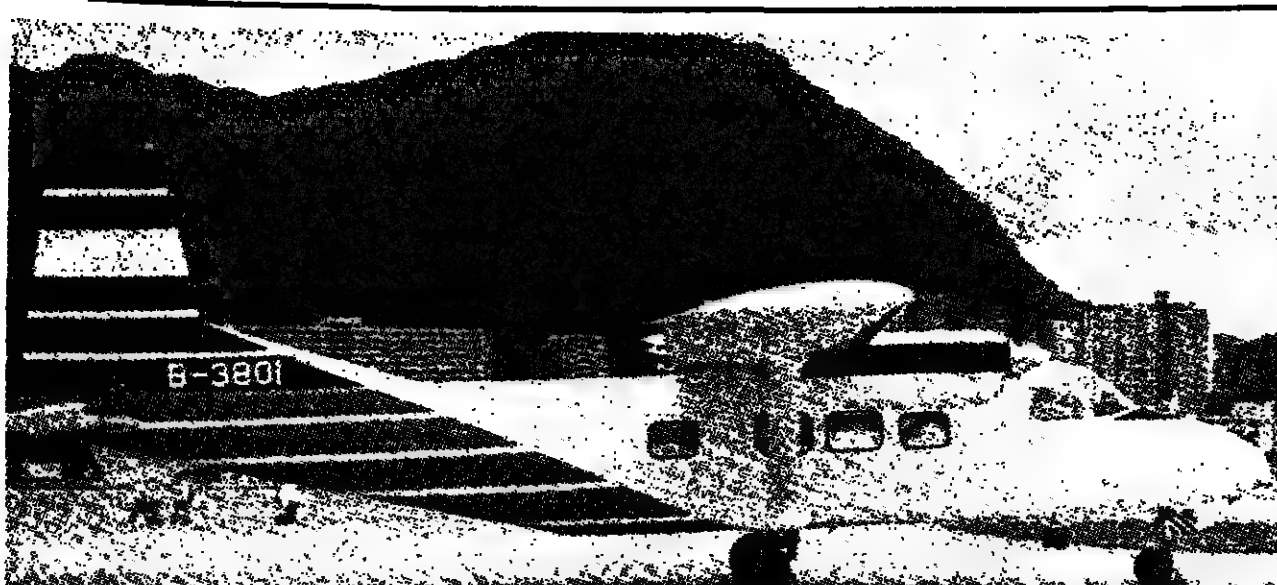
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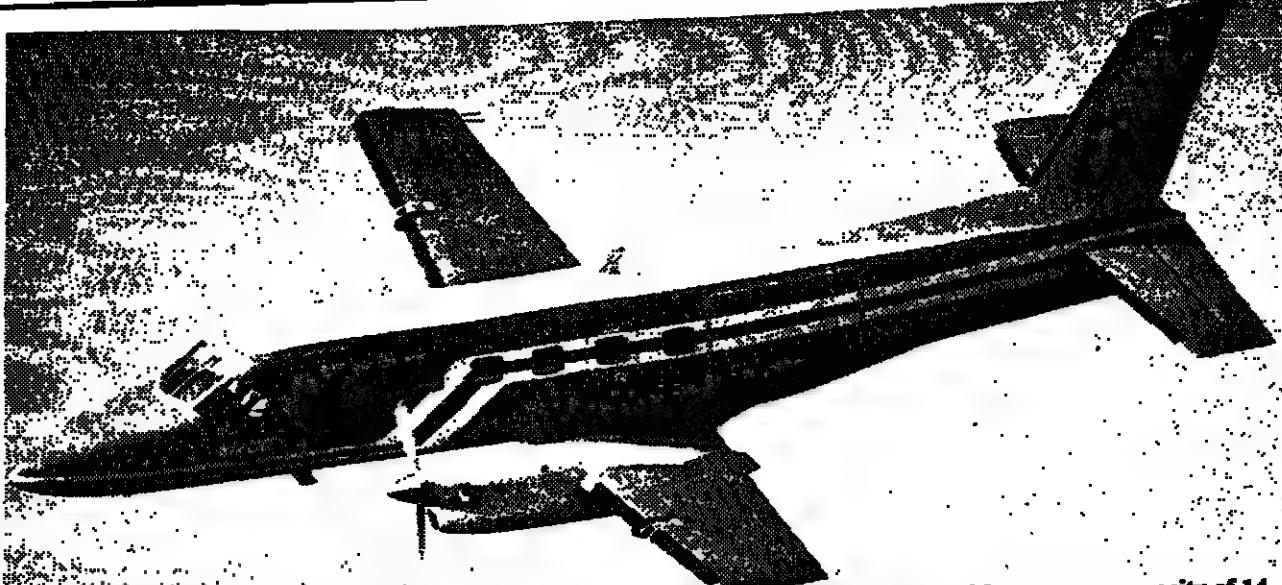
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Competition from the East: The commercial version of the twin-engine Y-12 is a leader in China's drive for exports



A large slice of the commuter aircraft market: Embraer's Bandeirante turbo-prop engine with passenger capacity of 14

Rising nations fight western monopoly

Any aerospace executive at Farnborough this year will quickly confirm that competition has never been greater. Established European and American aerospace industries, which for years have fought for a market share in an exclusive "super-league", face an ever-growing threat from the new breed of aerospace companies in South America and the Far East writes Guy Norris.

Nations which, until a few years ago, were rich export territory for the western giants, now possess energetic and innovative aerospace companies of their own. Many are appearing at Farnborough with new products ranging from combat aircraft to regional airliners, and most are involved in collaborative projects. Above all, each one is hungry for custom.

In countries like Brazil, Chile, China, Indonesia and India, governments which initially set up aerospace companies to make parts for western-built aircraft or make complete aircraft under licence, are investing more to create original products.

Brazil took the lead in developing South America's aircraft business when the government established the Embraer company in 1969. Since then it has built nearly 4,000 military and civilian aircraft, most of them designed by its own engineers.

As well as building light aircraft under licence from Piper, it makes a range of regional transport aircraft known as the Bandeirante and Brasilia, the latter of which will appear at the show.

Embraer has taken a large slice of the world market for small commuter aircraft, with more than 600 of these models ordered to date. A Bandeirante replacement, the CBA-123, is now being developed in partnership with FAMA of Argentina.

Embraer is also working with two Italian companies, Aeritalia and Aeromacchi, on a combat aircraft called AMX, the first series production version flew in May this year. Work is split 70:30 between Italy and Brazil, with Embraer responsible for flying surfaces. As yet no export customers for the AMX have appeared but its presence has further confused an already competitive light combat aircraft market.

The Brazilian company also builds the highly successful Tucano trainer which will be seen at Farnborough. Around 350 of these have been delivered to nine air forces around the world.

Egypt is licence-building the aircraft both for its own air force and the Iraq Air Force. Belfast-based Short Brothers is also producing 130 Anglicized versions for the Royal Air Force.

Still in South America, Chile is increasingly successful with its own military trainer—the T-35 Pillan, or Devil, developed by state-owned aerospace company ENAER and Piper of the US. Formed in 1984, ENAER has received orders for 124 T-25s and will demonstrate a version at the show. It also produces kits for the Spanish aerospace company CASA, which builds the Puma as the E-26 Tamiz for the Spanish Air Force.

This arrangement is covered under the terms of a counter-trade deal under which the Chilean Air Force ordered a licence-built version of the CASA C-101 jet trainer from the Spanish company. An independent Chilean arms company, Cardoen, is planning to build a cheap light attack helicopter based on the Bell 206 JetRanger with a first flight planned for 1990.

There is equally dramatic development in the Far East, where state-owned companies in China, India, Pakistan, Singapore, Thailand and Taiwan are being wooed by western companies for collaborative projects and counter-trade deals.

China, mid-way through its seventh five-year plan, is pushing ahead with a raft of largely independent aerospace projects as well as several major collaborative programmes with western companies.

Several military types, developed since the 1960s from Soviet-designed MiG fighters, Tupolev bombers and Antonov freighters, have been re-designed and are being successfully sold to at least 14 non-aligned nations in the third world. These include the Q-5 Fantan, a dev-

elopment of the MiG-19 fighter and designated A-5 for export versions, and the F-7M, a version of the MiG-21.

China's export agency, Catic, has sold 200 A-5s to North Korea and Pakistan, and more than 500 F-7s (all models) to Egypt, Iran, Pakistan, Somalia, Sudan and Zimbabwe. A new, hi-tech version of the Q-5, and known as the Q-5M, is now being developed with Aeritalia of Italy.

Iraq has bought China's development of the Tupolev Tu-16, known as the H-6, and Sri Lanka has taken the Y-8, a Chinese version of the Antonov An-12 four-engine transport equipped with a Canadian search radar. Sri Lanka's air force has also ordered six versions of the Y-12, a small twin engine transport aircraft.

Commercial versions of both the Y-8 and Y-12 spearhead China's export drive, aimed at shifting the balance of aircraft production to 60-40 per cent in favour of civil aircraft production by 1990.

New civil aircraft ventures covering dev-

elopment of 30/40-seat and 150-seat transports are being investigated in collaboration with several companies including MBB of Germany and other international companies. The Shanghai division of China's huge aerospace industry, which employs around 350,000, is already closely associated with McDonnell Douglas and manufacturers MD-82 airliners under licence.

India's aerospace company, HAL, Hindustan Aeronautics, has had little direct export success since its formation in 1964, but is hoping to win foreign orders for its Kiran Mk II basic trainer/light attack aircraft.

HAL is also aware of the export potential of LCA, or Light Combat Aircraft, which is expected to make its first flight in 1990. The single-seat, single-engine aircraft is being developed with assistance from Dassault of France, Ericsson of Sweden and Northrop of the US, and will replace MiG-21s and Ajeet aircraft currently used by the IAF.



The EMB 120 Brasilia: a short haul regional and corporate transport aircraft

Possibly the most impressive, and sudden aerospace developments in the Far East has been made by state-owned IPTN of Indonesia. Formed in 1976, IPTN (Industri Pesawat Terbang Nusantara) employs 13,000 on licence production of several western helicopters and regional airliners.

It has enjoyed good export success with the NC-212 twin-engine regional transport produced under licence from CASA. The two companies have also joined forces to produce a 40/44-seat transport, the Airtech CN-235, of which more than 114 have now been sold. An example will be demonstrated at Farnborough.

For other more hi-tech countries, like Japan, Singapore and Taiwan, the further expansion into aerospace manufacturing is added weaponry to their economic armoury.

Unlike less developed nations, which sometimes need to develop an aerospace company for prestige as well as for potential export value, countries such as Taiwan also need capability to offset the effects of technological embargoes by the US.

Taiwan, which was refused US government permission to buy the F-20A Tigershark fighter three years ago, is now developing its own Air Defence Fighter, ironically with assistance from US companies, and plans to fly it next year.

Japan has developed a highly productive indigenous aerospace industry and is advanced in many areas of related technology, but has had little success so far on the international market.

Now MITI, the Japanese government's Ministry of International Trade and Industry, which helped achieve Japan's great success in cars and computers, is co-ordinating research on advanced materials and engines for aerospace applications. More than US \$320 million (43 billion yen) is likely to be ploughed into this research over the next seven or eight years.

This technology will enable Japan to become a partner with US companies, Boeing and McDonnell Douglas, in building successors to the X-30 National Aero Space Plane (NASP). Dubbed the "Oriental Express" by President Reagan, a version of NASP will fly the Pacific in around three hours.

Japanese aerospace companies are currently involved in sub-contract work on several western aircraft and engines, including the Boeing 767 and Rolls Royce RB211 engine, but are eager to become full partners in future projects.

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Under the new system, aircraft will fly in "tunnels in the sky". In each "tunnel" all aircraft will fly in the same direction in the charge of one controller. In this way, the new technology will reduce the workload on controllers so that they can safely handle more traffic.

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On the CAA stand at the Farnborough Air Show you'll be welcome to see for yourself how the new system will work. Even if you can't come to Farnborough, write to us for a free booklet at the address below.

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Further information may be obtained from the Registrar, Room 214, Whiteknights House, P.O. Box 217, The University, Whiteknights, Reading RG6 2AE.

The closing date for applications is 14 November 1988.

University of London

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Applications should be received not later than 30 September, 1988, and should be addressed to Mr D.R. Holmes, Registrar and Secretary, University of Birmingham, P.O. Box 363, Birmingham, B15 2TT, from whom further particulars may be obtained.

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POSTS

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Further Particulars and Application forms (2 copies) may be obtained from the Personnel Office, University College of Swansea, Singleton Park, Swansea, SA2 8PP, to which office they should be returned by Friday 23 September, 1988.

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The appointment will take effect from 1 November 1988 and is for two years at a salary up to £13,780 on the Research and Academic scales; superannuation under USS conditions.

Applications in the form of curriculum vitae (3 copies), including names and addresses of two referees should be sent to (a) J. Personnel Office, University of Surrey, Guildford GU2 5XH, from whom further particulars may be obtained, quoting reference 7487 by Friday, 10 September 1988.

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CRICKET: SCHOOL-LEAVER SHOWS HIS SENIORS THE WAY TO VICTORY IN NATWEST TROPHY FINAL

Captains move to end early starts

By Alan Lee, Cricket Correspondent

LORD'S (Middlesex won toss): Middlesex beat Worcestershire by three wickets. This cup final had glamour, romance, heroism, tension, high farce and high quality. It had almost everything. Sadly, however, it was not a fair contest and for that reason, county cricket's September showpiece may never be quite the same again.

The fact that the toss played an unacceptably high part in deciding the match is now becoming depressingly familiar to finals at Lord's. Action may be at hand. On Thursday, the county captains are due to gather for their end-of-season meeting and they are likely to recommend a later start and a reduction in overs for future NatWest Trophy ties.

Alan Smith, chief executive of the Test and County Cricket Board, confirmed yesterday that whatever proposals the captains make will be put to the board's cricket committee next month and that it is possible to implement changes for next year's competition.

Interestingly, a report drawn up by the England management team, following last winter's tour, recommended that all one-day cricket in this country, the Sunday League excepted, should be of 50 overs per side. This, they believe, would achieve beneficial uniformity and put an end to the break-fast time starts which give such an advantage to the bowling side.

Something must certainly be done. Twelve of the last 15 finals have been won by the side batting second, and Saturday's pitch, in the words of the beaten captain, Phil Neale, was "cold and moist" at the start.

The Lord's groundman, Mick Hunt, justifiably draws attention to the fact that a Test match, ending four days before the final, hampered his preparations of the pitch. This cannot wholly explain why it should not even start dry, thus exaggerating the early help already available to the bowlers.

The pity is that such an annoying, perennial issue

should impose itself on a game that lacked nothing in atmosphere. The crowd did not see the innings from Hick they had been keenly expecting, but they saw courage in adversity from Neale as Worcestershire rallied from a nightmarish nine for three after an hour's play. Later, they saw class and composure - overcome the threat of chaos as Mark Ramprakash, 19 today, justified the many lofty assessments I have heard of his potential.

Neale probably ought not to have played. He was pale and gaunt from the effects of the stomach bug which hospitalized him in midweek. He admitted it was "a bossy matron" who persuaded him to play. "I had got very depressed and I think my wife put her up to it," he said.

He came in to bat at the fall of Hick, so neutralized by the conditions that he had scored only one of his 26 balls before being bowled by an inductor from Fraser.

First with Leatherdale, another to have made a remarkable recovery from illness, and then with Weston, Neale rebuilt the innings. His 64 was made with all the determination of a player whose eye and strength compensate for lack of elegance. It might have won the game, for Middlesex's senior batsmen then tried very hard to lose it.

Dilley bowled splendidly but the early Middlesex batting was feeble. Gattings' comical run out, typical of a summer he describes as "torment and anguish" was followed by the suicide of Butcher and at 64 for five Emburey joined Ramprakash.

Naturally enough, Emburey expected to take charge. Not a bit of it. He later recalled being taken aback when the confident Ramprakash strode down the pitch to inform him: "You and I can win this between us." He was effectively correct. This, from a teenager who has just left school after passing two A levels.

He was told he was playing only an hour before the match, although Gattings had made up his mind three days earlier. He responded with what will be the first of many major innings. Ramprakash was made man of the match in his first cup tie and Gattings later said of him: "He is better than I was at his age."



Cat above the rest: Ramprakash on his way to man-of-the-match award in his first cup tie

Lillee's sixes not sufficient

A spectacular 51 not out by Dennis Lillee failed to prevent the World XI being beaten by Yorkshire at the Scarborough Festival on Saturday. He looked nought for 64 in his 10 overs as Yorkshire reached 265 for four, with David Byas on an unbeaten 111. But Lillee hit back by smashing three sixes as the World XI lost by 450 runs. Lillee's 51 not out, M D Mason 63, P E Robinson 51, World XI 228 for 9 (50 overs, 12.5-11.1). Yorkshire won by seven runs.

Holders fall to Crump

Wolverhampton won the women's national club knockout championship for the first time when they beat the holders, Vagabonds, by 30 runs at Brunel University on Saturday (Cathy Harris writes).

A superb individual performance by Julie Crump, aged 20, the daughter of the former Northamptonshire all-rounder, Brian Crump, destroyed Vagabonds' hopes of winning the title for the third consecutive year. In addition to taking two splendid catches for Wolverhampton, she

CYCLING

Curran's strengths on road matched by brave Brambini

By Peter Bryan

The occupational hazard of crashes has been so heavy this year that it looked as though Britain would be hard-pressed to put together a quality road and track squad for the 1988 Commonwealth Games gold medal winner, who has spent the last two years in the effort of winning an Olympic medal.

Among Curran's strengths is a sense that tells him which breakaway group to ignore and which to join. Unfortunately, that ability to read races never extended to a motorist two months ago when he needed 65 stitches in his face and head as he fell off his bike.

His physical fitness surprised doctors and allowed him to make such a rapid recovery that he was back on his bike within a week. He was not well enough to defend successfully his national road title, but has since returned to full power both at home and abroad.

The road race will still have somewhere in the region of 150 riders from 50 countries on the start line and Curran, and riders of his class, will be eager to show away quickly the less expected to race the riskier road races. Even so, the event will always be a lottery and he will have to take his chance.

against the strong Soviets, the Poles and traditionally strong European nations.

Lisa Brambini, in the British women's squad, is also a powerful climber and consistent her reputation for solo breakaways by winning the national championship with this brave manoeuvre in the past three years. Time is also her ally: she celebrated her 21st birthday last month.

On the track, the one serious medal prospect is Colin Sturgess, aged 19, who has already broken the 4,000 metres individual pursuit record. As his event is usually decided on time at this level, his potential is easier to gauge. Sturgess was sixth fastest in the world championship last year and has since improved. His Olympic medal chances are heightened by each nation only being allowed one rider and that puts him in a strong position of reaching the last four - possibly to join either a Soviet rider or Dean Woods, the Australian, who beat him in the 1986 Commonwealth Games.

The 4,000 metres team pursuit may well meet the Olympic spirit of competing, but no medals can be expected. This is expected to be the 100 kilometre road team time trial, the race which Britain gave to the world 100 years ago.

SQUASH RACKETS

Jansher is taken to five games

Hong Kong (Reuters) - For the second time in a week, Chris Dittmar narrowly failed to defeat the world No. 1, Jansher Khan, in a magnificent final at the Cathay Pacific-Dunlop open championship here (A Special Correspondent writes).

Jansher finally emerged victorious, 15-11, 9-15, 15-6, 12-15, 15-10, after 89 minutes. In the New Zealand open final last week, Jansher also won in five games against Dittmar.

Jansher looked set for a convincing victory as he took the opening game, but Dittmar controlled the second with a series of drop shots and lobs to level the match. Jansher came to terms with that tactic in the third game and Dittmar was swept aside, and when he led 6-1 then 12-10 in the fourth it looked all over for the Australian. But Dittmar found reserves of energy to stop up the pace and square the match.

In the deciding game, Jansher always held the edge.

BADMINTON

Yang and Han take Cup titles

Bangkok (Reuters) - Yang Yang and Han Aiping, world champions from China, snatched the World Cup singles titles from compatriots on Sunday. Yang whipped the titleholder, Zhao Jianhua, 15-6, 15-6, while the women's title also changed hands with Han beating Li Lingwei 5-11, 11-6, 11-0.

Yang kept constant pressure on Zhao and forced many errors.

China's world champions also clinched the men's, women's and mixed doubles. Li Yongbo and Tian Bingyi were given a walkover when Jai and Rafiqi, of Malaysia, withdrew, Jai having a fever. In the women's doubles, Li Yang and Guan Weizhen beat the South Koreans, So Young Chung and Yun Ja Kim, 15-3, 15-7.

In the mixed, Wang Peng and Shi Fangping, of China, beat Bong Park and Chung Myung Hee, also South Korea, 15-17, 18-13, 15-8.

SCOREBOARD FROM LORD'S

MIDDLESEX won toss

WORCESTERSHIRE

4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50	52	54	56	58	60	62	64	66	68	70	72	74	76	78	80	82	84	86	88	90	92	94	96	98	100																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
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FALL OF WICKETS: 1-5, 2-4, 3-9, 4-71, 5-137, 6-149, 7-153, 8-158, 9-163, 10-168, 11-173, 12-178, 13-183, 14-188, 15-193, 16-198, 17-203, 18-208, 19-213, 20-218, 21-223, 22-228, 23-233, 24-238, 25-243, 26-248, 27-253, 28-258, 29-263, 30-268, 31-273, 32-278, 33-283, 34-288, 35-293, 36-298, 37-303, 38-308, 39-313, 40-318, 41-323, 42-328, 43-333, 44-338, 45-343, 46-348, 47-353, 48-358, 49-363, 50-368, 51-373, 52-378, 53-383, 54-388, 55-393, 56-398, 57-403, 58-408, 59-413, 60-418, 61-423, 62-428, 63-433, 64-438, 65-443, 66-448, 67-453, 68-458, 69-463, 70-468, 71-473, 72-478, 73-483, 74-488, 75-493, 76-498, 77-503, 78-508, 79-513, 80-518, 81-523, 82-528, 83-533, 84-538, 85-543, 86-548, 87-553, 88-558, 89-563, 90-568, 91-573, 92-578, 93-583, 94-588, 95-593, 96-598, 97-603, 98-608, 99-613, 100-618, 101-623, 102-628, 103-633, 104-638, 105-643, 106-648, 107-653, 108-658, 109-663, 110-668, 111-673, 112-678, 113-683, 114-688, 115-693, 116-698, 117-703, 118-708, 119-713, 120-718, 121-723, 122-728, 123-733, 124-738, 125-743, 126-748, 127-753, 128-758, 129-763, 130-768, 131-773, 132-778, 133-783, 134-788, 135-793, 136-798, 137-803, 138-808, 139-813, 140-818, 141-823, 142-828, 143-833, 144-838, 145-843, 146-848, 147-853, 148-858, 149-863, 150-868, 151-873, 152-878, 153-883, 154-888, 155-893, 156-898, 157-903, 158-908, 159-913, 160-918, 161-923, 162-928, 163-933, 164-938, 165-943, 166-948, 167-953, 168-958, 169-963, 170-968, 171-973, 172-978, 173-983, 174-988, 175-993, 176-998, 177-1000.

BOWLING: Middlesex 12-6-23-1; Fraser 12-6-36-3; Carr 4-1-9-0 (w); Hughes 5-0-30-4 (nb 2); Neesham 12-1-25-1; Emburey 12-3-31-0.

MIDDLESEX

N N Stack b Dileys	14	-	2	58	47
D Carr c Rhodes b Diley	1	-	-	9	5
Nessing b Diley	1	-	-	37	22
M W Gazing run out (O'Shaughnessy (Rhodes))	0	-	-	87	0
O Butcher run out (Hicklingworth)	24	-	2	95	47
R Ramprakash c Hatford b Diley	58	-	4	154	123
E Embury b Diley	36	-	2	87	78
R P Gibson not out	0	-	1	14	1
P Hughes not out	0	-	1	5	3
Extras (b 4, lb 5, w 7, nb 2)	18				
Total (7 wickets, 58.3 overs)	162				
R C Fraser and N G Cowardie did not bat					

